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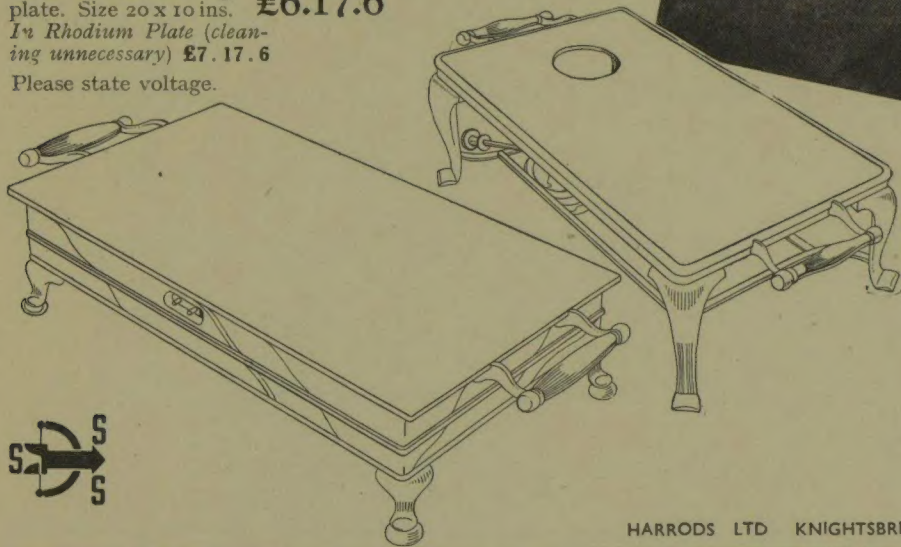
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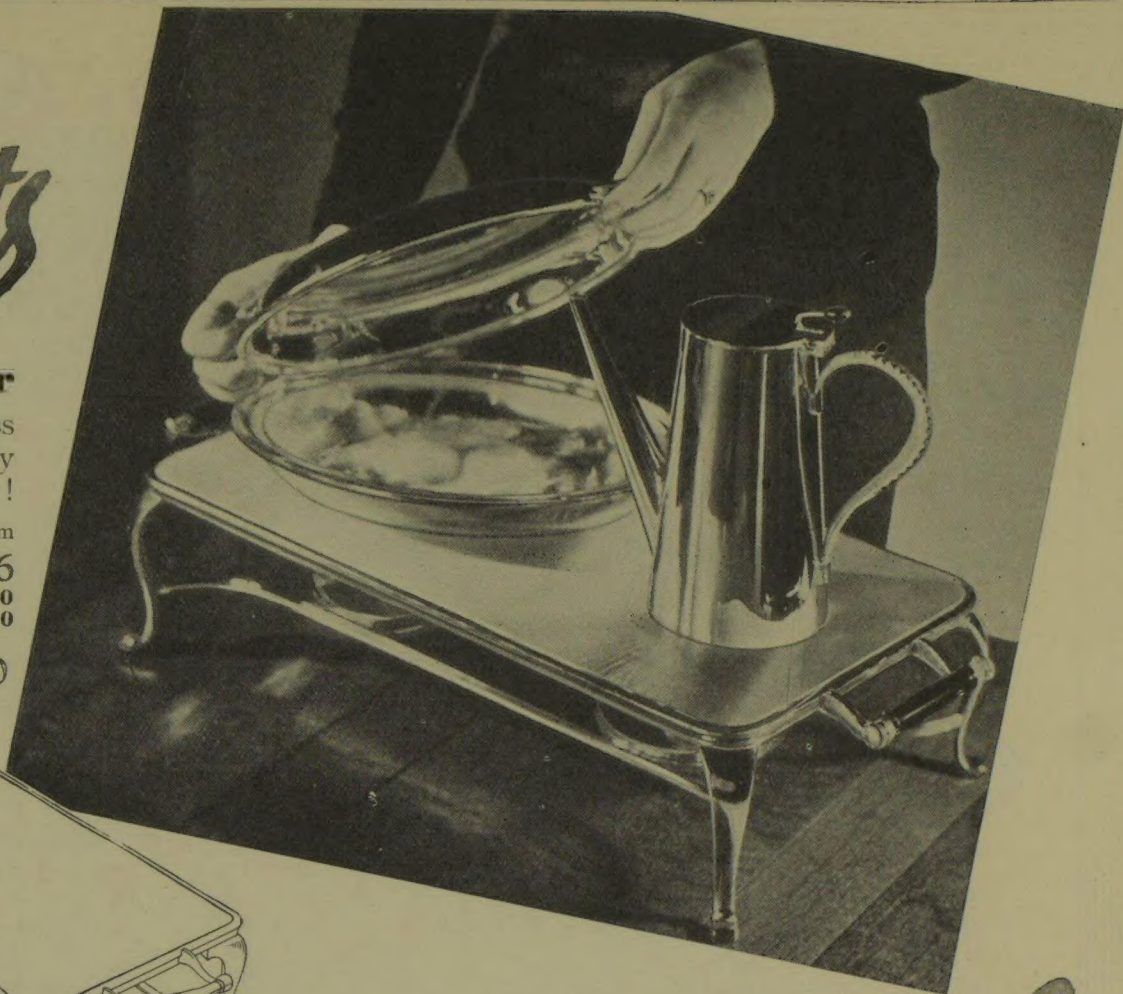
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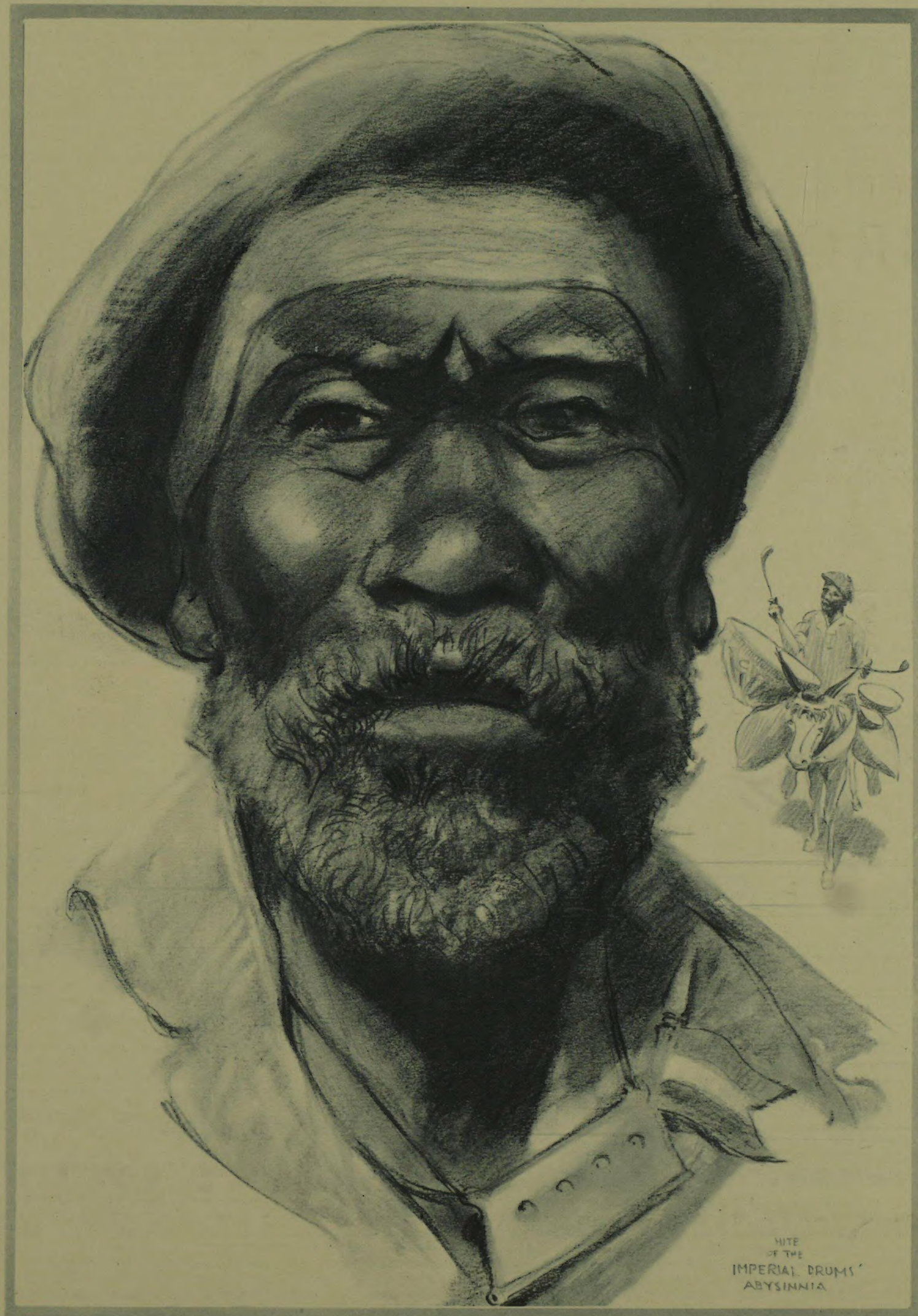
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SATURDAY, OCTOBER 5, 1935.



A BEATER OF THE DRUMS OF WAR IN ABYSSINIA.

This fine portrait sketch, included in a recent exhibition of pictures by the distinguished artist Carl Werntz, at Walker's Galleries, shows a beater of the Imperial Drums of Abyssinia. He is one of twelve drummers, costumed in blue and red, to whom the Emperor has accorded the honour of preceding him into battle.



By G. K. CHESTERTON.

STATISTICIANS may calculate, for I certainly decline to do so, how many thousand times contemporary printing presses have been printing the word "Geneva." It would be safe to reckon that the overwhelming majority of allusions refer to it in only one limited, though somewhat alarming, sense. There may still be happy individuals for whom it still really means a place; a beautiful lake, a mountainous landscape, a locality with legends and types and a soul of its own. I should say that such eccentrics are now mostly to be found among the English; for though I cannot always join in the conventional chorus, now notably loud, that the English are always the wisest, freest, best-informed, most broad-minded, most just, dignified, and disinterested of all possible people on the earth, I do most seriously believe that they are almost the happiest. I like to think that there is somewhere a jolly English landscape-painter, to whom Geneva only means the Lake of Geneva. That other most noble national quality, the English sense of humour, has managed until quite lately to treat even political Geneva in its lighter aspect. Never shall I forget that perfect poem, in which Mr. E. V. Knox allowed his mind to wander from the problems of the League of Nations to a hazy computation of the amount of drink, food, furniture, and accommodation in Swiss hotels, that must have accompanied all the League deliberations. England should, at least, preserve the work of her humorists when she has so little to boast of in the way of politicians; and I, for one, have never forgotten the last verse of that poem—

"O happy race, I sometimes think,
Which only stands and serves and
waits
And feeds at each recurrent meal
These everlasting delegates!
We should have known when
Peace was made,
But no one ever mentioned this,
That Reparations would be made
To almost no one but the Swiss."

Since then storms have gathered over the mountains of Geneva, which make it difficult for even the Englishman to be frivolous. But I have no intention here of being, in the direct political sense, serious. This is no place for politics; and in any case not too many people seem to know what our politics are going to be. Therefore, I excuse myself here from discussing the future of Geneva, about which nobody knows anything; or even the present of Geneva, about which everybody excitedly asserts that he knows only too much. Taking the eccentric English privilege of the landscape-painter who regards Geneva as a lake, I propose to regard Geneva as a city, an ancient city which has played a very curious part in history; the capital of a canton that has a human significance of its own; and a long history of which the League of Nations is only the last chapter. Or, rather, it is the latest chapter—and by no means the last.

In a word, it is my English eccentricity and perversity to turn from the present of Geneva, which is indescribable, and the future of Geneva, which is undiscoverable, to the past of Geneva; and the curious story of how it came to hold this pivotal position in international affairs. For Geneva is an intensely interesting place, for a hundred reasons; and this is not the first time that it has presented the world with new problems and new experiments. From this tiny town and canton, in the tiniest of the countries of Christendom, has twice, at least, come forth a voice like thunder evoking a universal thunder-

storm and followed by a universal earthquake. The two great prophets, who appeared on the shores of this mountain lake, altered all the things of Europe more completely perhaps than any who ever appeared in the marts and senates of the great powerful nations like France and England and Spain. In the very centre of Europe, Geneva twice altered the whole centre of gravity of Europe. Hidden in a chasm of the hills, the canton overthrew empires and converted continents. Both these two men of genius, the two prophets of Geneva, were emphatically what

showing nothing except sulks. I do not in the least agree with Calvin's sombre system; and I only partially agree with Rousseau's more amiable system. But they were both systems; and the interpreters of them were not inheritors of the Latin logic for nothing. The best test is this; that, though Rousseau was himself a romantic or warm-blooded creature, his creed was accepted by thousands of men quite as cold-blooded as any of the fish who accepted Calvin. In other words, it was a complete theory in the modern sense; it was consistent, lucid, and had an answer for everything. It was like the theory of Marx, the theory of Maurras, or any number of modern theories. It was what modern people call a new philosophy; and what I should call an inadequate philosophy; and in that sense a narrow philosophy. But it was a philosophy; and the man who propounded it was a philosopher and not a philanderer. And it has made and established what we call Democracy through the main part of the modern world.

Calvin was most certainly a great man; and most probably a good man. Rousseau was also a great man; it is arguable that he was not in the same limited sense a good man. As compared with Calvin, I should say that, on the whole, he was a worse man, but a better Christian. For Calvinism was really the reversal of Christianity; in that it introduced once more the old pagan idea of Doom, or of the Fates, when the whole Christian revolution had been the revelation of Free Will. Rousseau was not always right in his ideas of restoring Freedom; but they were ultimately related to the idea of restoring Free Will. But my only reason for dwelling on the difference here, is the need of insisting on the absolute abysmal distinction of the difference. These two thinkers came from the same vague tradition of intellectual independence. And in the course of hardly two hundred years they had contradicted each other completely. Each had thought for himself; and they had not one thought in common.

Now that is the tradition of intellectual independence that makes men think of Geneva as neutral ground. I do not at all despise or dismiss that argument. If there is one spot on the earth where one man has declared that all women ought to grow beards, and the next man has declared that all men

ought to be totally bald, there is no doubt that it is in a sense a place of neutrality, even if some call it a place of nonsense. But it does give us the note of such neutrality. And I think we can hear that note very clearly in the numberless noises made by the modern debates around Geneva.

I mean that there is a lack of continuity in the convictions of such people. They are as sincere as Calvin; they are as sincere as Rousseau. But they are so often like men who should begin by agreeing with Calvin and end by agreeing with Rousseau. And what is worst of all, when they are modern politicians, they must not even admit that they have changed their minds. All round us is an astonishing topsy-turvydom of convictions; Socialists who were always Pacifists want to go to war; Imperialists who were practically militarists want to keep out of war. The strange spirit of Geneva, of the Geneva of history, of the Geneva of intellectual individualism, and of rather inconsistent individuals, seems to preside over all the dance; let us pray that it may not be a dance of death.



THE "MYSTERY" MIMI AT COVENT GARDEN: LISA PERLI IN "LA BOHÈME"—WITH HEDDLE NASH AS RODOLFO.

The presentation of "La Bohème" in the Royal Opera House, Covent Garden, on September 28 was made memorable by the appearance of a "mystery" Mimi, who scored a very considerable success. In the programme, the singer was named Lisa Perli; but a number of members of the audience, puzzled at first, soon decided that she was none other than Miss Dora Labette, who has been well known on the concert platform for some years.

we call Extremists. And what is especially queer, and almost comic, about the story, is that they were Extremists at opposite extremes.

From this place came the great Prophet of Pessimism, Calvin. From this place came the great Prophet of Optimism, Rousseau. Both men, though Swiss in their citizenship, were French in their type of culture and intellect. It is the fashion to-day to accuse Rousseau of mere sentimentalism and emotionalism; but this accusation is brought by those who have read none of his books except his "Confessions"; and confessions are naturally emotional. That is why the critics read them; while avoiding the hard, logical definitions of the "Contrat Social." It is common enough for critics to read only the books which they hope will be scandalous; and then say that the author wrote nothing but scandal. Whether Rousseau's theory was right or wrong, his theory was certainly theoretical and not merely emotional. To accuse Rousseau of showing nothing except sentimentalism, would be every bit as silly as to accuse Calvin of

PATRIOTIC FERVOUR IN ABYSSINIA: THE CALL OF THE DRUMS.



POPULAR ENTHUSIASM FOR NATIONAL DEFENCE AT HARRAR, IN EASTERN ABYSSINIA: THE SCENE IN THE MAIN SQUARE, SHOWING A LINE OF LORRIES READY TO CONVEY WHOLE FAMILIES TO THE SOUTHERN FRONT, CARRYING WITH THEM ONLY THEIR RIFLES AND OTHER ARMS, AND LEAVING BEHIND ALL THEIR POSSESSIONS.



THREE GENERATIONS OF AN ABYSSINIAN FIGHTING FAMILY: A GROUP COMPRISING THE GRANDFATHER, FATHER, AND SONS, ALL WITH RIFLES, ABOUT TO LEAVE HARRAR.

Patriotic enthusiasm has been aroused throughout Abyssinia by the Italian menace. In his message to the League Council on September 28 the Emperor said: "The time has come when we should be failing in our duty if we delayed any longer the general mobilisation necessary to assure the defence of our country"; but he added: "The mobilisation will not affect our earlier orders to keep the troops at a distance from the frontier." On September 30 news came that the mobilisation decree had been signed, though not so far issued. In a message from Addis Ababa on the



A CALL TO ARMS IN ABYSSINIA: DRUMMERS AT WORK BEATING THE OFFICIAL DRUMS WHICH ARE USED TO WARN THE PEOPLE IN TIME OF NATIONAL PERIL.

same date, Sir Percival Phillips wrote (in the "Daily Telegraph"): "Everywhere in the provinces people are evincing the same patriotic fervour. . . . All [the tribes] are ready to answer the call of their sovereign when it echoes in the mountains and valleys from the great official drums which are the Emperor's mouthpieces, promulgating laws and warning the people in time of national peril." Their use is only accorded by him to Rases and some of the lesser chieftains. A portrait sketch of one of the imperial drummers of Abyssinia appears on our front page.

IN ERITREA AND ITALIAN SOMALILAND: SCENES OF WARLIKE ACTIVITY.



THE FASCIST SYMBOL (THE ROMAN FASCES) ON A ROCK IN ERITREA: A PATRIOTIC EMBLEM AT THE ENTRANCE TO THE NEW AIRPORT, WHICH IS REPORTED TO BE THE LARGEST THAT ITALY POSSESSES.



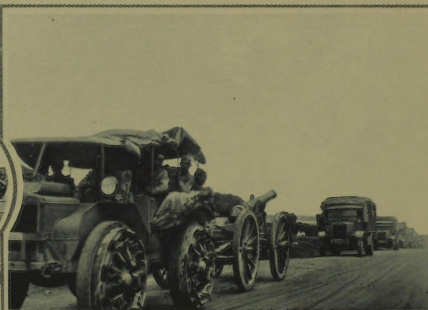
A FORT UNDER CONSTRUCTION ON THE ERITREAN FRONTIER: A TASK OF A KIND FOR WHICH THE ITALIAN CABINET EXPRESSED NATIONAL GRATITUDE TO 30,000 WORKMEN.



ON ONE OF THE NEW BARRED ROADS, SUITABLE FOR MILITARY MOTOR TRAFFIC, WHICH HAVE BEEN CONSTRUCTED IN ERITREA: TROOPS OF THE ITALIAN FORCES ON THE MARCH.



A TYPICAL SCENE OF CAMP LIFE IN ITALIAN SOMALILAND, THE COLONY SITUATED TO THE SOUTH-EAST OF ABYSSINIA: VARIOUS ACTIVITIES PROCEEDING IN THE CAMP OF THE VELONTARIA DIVISION, NEAR MOGADISCIO.



AN ARTILLERY COLUMN ON ONE OF THE NEW ROADS CONSTRUCTED IN ITALY'S EAST AFRICAN COLONIES: AN EXAMPLE OF MECHANISATION IN THE ITALIAN ARMY IN THAT REGION.

At the moment of writing there has been no cessation, but rather an intensification, of the Italian military preparations in East Africa. It was reported from Rome on September 29 that another 10,000 men had left Naples, and that a further 9,000 were due to embark. The official communiqué issued after the meeting of the Italian Cabinet on the 20th contained the following statement: "The Council of Ministers sends to the commanders and men of the Eritrean and Somali divisions its warmest greetings and its fervid wishes. It extends such greetings to all the soldiers of Italy who guard the Fatherland on land, on sea, and in the air. It

signals the gratitude of the nation to the 30,000 workmen who by the labour of a few months, under extremely difficult conditions, have completed the preparation of our two East African colonies." In connection with the photographs given here, it is interesting to recall an account of the situation in Eritrea sent recently from Asmara, the capital of that colony, by an "Observer" correspondent. "It is inconceivable," he said, "that the Italians will withdraw after the immense preparations, both spiritual and material, which have been completed in Eritrea, and also since they consider that they are on a mission of civilising Abyssinia."

(Continued opposite.)

THE ERITREAN CAPITAL; ITALIAN FORCES; AND A ROYAL VOLUNTEER.



CAVALRYMEN OF THE ITALIAN COLONIAL FORCES IN ERITREA: A GOOD EXAMPLE OF ITALY'S USE OF NATIVE MAN-POWER IN HER EAST AFRICAN TERRITORIES, WITH AN APPEARANCE OF WELL-DRILLED EFFICIENCY.



ERITREAN WOMEN BIDDING GOOD-BYE TO MEN OF THE ITALIAN COLONIAL FORCES LEAVING FOR THE FRONTIER: FAREWELLS OF A KIND COMMON TO ALL MILITARY OPERATIONS.



A GENERAL VIEW OF ASMARA, WITH ITS HOUSES OF MODERN DESIGN AND A CHURCH TOWER RECALLING THE TYPICAL CAMPANELLE: THE CAPITAL OF THE ITALIAN COLONY OF ERITREA, WHOSE POPULATION WAS DOUBLED IN THREE MONTHS BY THE INFUX OF ITALIAN TROOPS.



ITALIAN TROOPS UNDER TRAINING IN EAST AFRICA IN READINESS FOR POSSIBLE EVENTUALITIES: INFANTRYMEN PRACTISING RIFLE FIRE IN A TEMPORARY TRENCH MADE FOR INSTRUCTIONAL PURPOSES.



A COUSIN OF KING VICTOR APPOINTED, AT HIS OWN REQUEST, TO THE GENERAL STAFF IN EAST AFRICA: THE DUKE OF BERGAMO (SALUTING) ABOUT TO ENTRAIN AT MILAN FOR COLONIAL SERVICE.

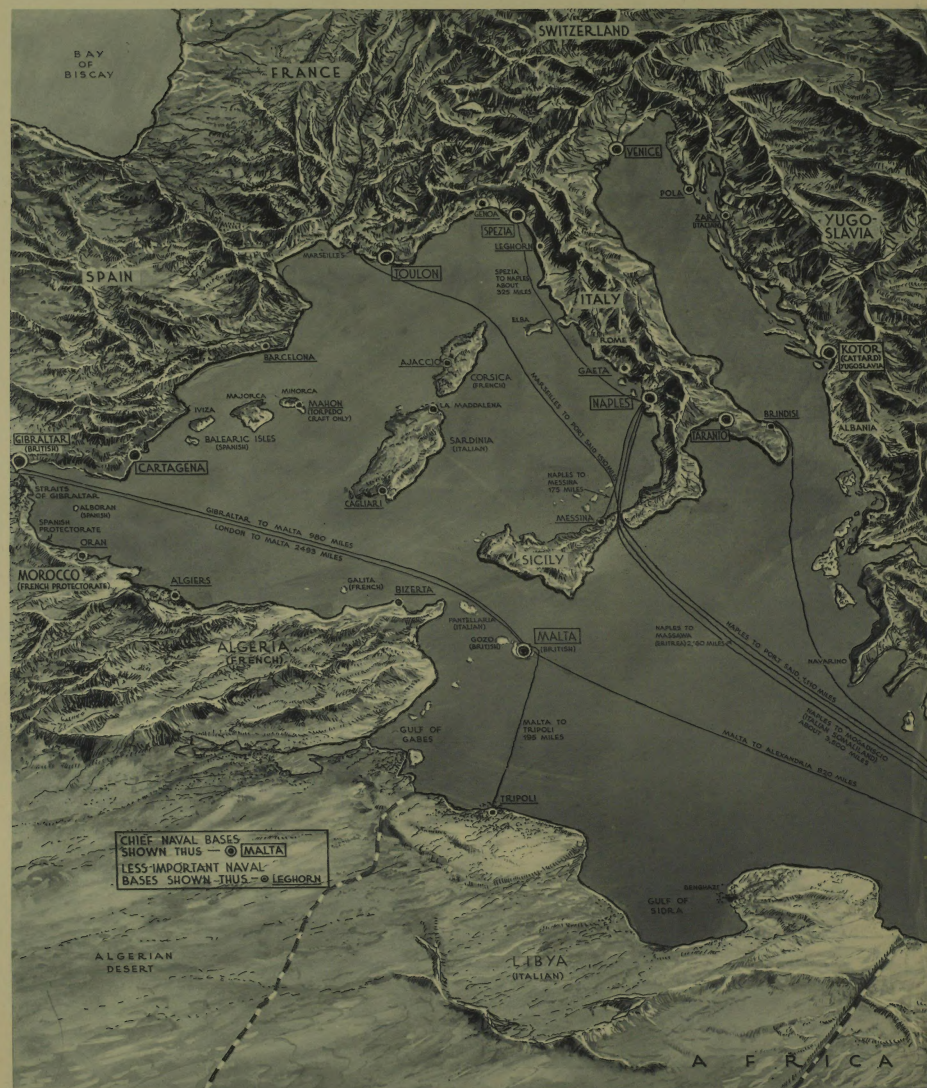
(Continued.)

not only as an economic necessity, but as a moral duty. Italy is convinced that the despotic régime of the Rasas is looked on unfavourably by the great mass of the Ethiopian peoples. Numbers of Ethiopians are crossing the Eritrean frontier. They come in groups to enrol in the Italian army. At Adi Ugri, the most advanced post in the direction of Adowa, yesterday, I talked with many of them through an interpreter." According to this account, three of these men were ex-slaves, and said that they had come to Eritrea because they felt certain of being treated with justice and of

being able to earn money. They appreciated the fact that conditions prevailing there differed from those in Abyssinia, and what they wanted was to earn their livelihood in peace. There were also two women among the refugees, likewise ex-slaves, whose feet and ankles were described as being swollen with the chains which they had managed to break during their journey. Caravans, it was stated, were at that time still crossing the frontier, and some Abyssinians were bringing their cattle into Eritrea in order to avoid the possibility of their being commandeered by local chieftains.

MEDITERRANEAN NAVAL BASES OF VARIOUS POWERS: A MAP

DRAWN SPECIALLY FOR "THE ILLUSTRATED



SHOWING THE POSITION AND RELATIVE IMPORTANCE OF THE BRITISH, FRENCH, ITALIAN, AND A RELIEF MAP OF THE MEDITERRANEAN, DESIGNED TO

The chief naval base of Great Britain in the Mediterranean is Valletta Harbour, on the island of Malta, and there is a second base, not quite so important, at Gibraltar. France, which has always concentrated her principal fleet in the Mediterranean, has numerous naval stations, the chief one, of course, being the great base and dockyard at Toulon. She also has various repair depots and naval ports on the island of Corsica and along the coast of Algeria. Italy, the remaining great naval Power in the Middle Sea, has her greatest naval port at Spezia. The coastline of the Italian peninsula is divided into zones placed

under the jurisdiction of Admirals, Commanders-in-Chief of Maritime Departments, with headquarters at Spezia, Naples, Venice, and Taranto. In localities more important from a strategical point of view, there exist maritime commands at Pola, La Maddalena, Brindisi, and Messina, and there are also stations in charge of senior naval officers at Genoa, Leghorn, Gaeta, Cagliari, and Zara. At present the Italians have a considerable concentration of ships at Rhodes, which is now their chief naval station in the Aegean, while the station at Tripoli, which has been reconstructed in recent years, has of late

TO AID THE STUDY OF WARSHIP AND TROOP MOVEMENTS.

LONDON NEWS" BY G. H. DAVIS.



OTHER NAVAL STATIONS, WITH THE DISTANCES BETWEEN VARIOUS PORTS OF CURRENT INTEREST: ILLUSTRATE THE PRESENT INTERNATIONAL SITUATION.

assumed increased importance. The Head of the Naval Administration is the Minister of Marine (Signor Mussolini), assisted by an Under-Secretary of State. The Dodecanese are a group of islands in the Aegean, the southern Sporades, occupied by Italy in 1912 during the war with Turkey. The name implies that they are twelve in number, but actually there are thirteen. They were formally assigned to Italy by the Treaty of Sevres. In 1925 all the inhabitants had to take Italian nationality. The Italians have fortified Leros as a naval base. Yugoslavia has but a small navy, the most modern ship being

the flotilla-leader "Dubrovnik." The main base is at Kotor, formerly known as Cattaro. Greece has a defensive naval force, chiefly composed of light craft, with its chief base at Salamis, to which new docks and repair shops have recently been added. The Turkish Navy, of which the notorious ex-German battle-cruiser "Goeben," now called the "Yavuz," is the flagship, has its chief base and dockyard at Izmit, which has replaced the former dockyard at the Golden Horn. Spain has only secondary bases on its Mediterranean shores, but of these the most important is at Cartagena.

BOOKS OF THE DAY.

TO a journalist, one tiresome detail about the present bone of contention between the dogs of war and the doves of peace is the duality of its name—I never know whether to call it Abyssinia or Ethiopia. I have seen various explanations, but they mostly amount to saying that the land popularly known as Abyssinia styles itself officially Ethiopia—which does not carry us very far. Homer records somewhere, I think, that Poseidon, the sea-god, once visited "the far Ethiopians" (perhaps to investigate their claim to a port!); and Jeremiah asked: "Can the Ethiopian change his skin, or the leopard his spots?" These allusions point to a respectable antiquity for the official appellation; but what was the origin of the other? One encyclopædia tells me that "Abyssinians . . . detest the name *Abyssinia*, derived from their own word *habesh*, 'mixture'; but omits to mention who gave it them. Elsewhere I have read that they prefer it.

This haze of etymological doubt is partly dispelled in a very revealing book, "THE RÉAL ABYSSINIA." By C. F. Rey, C.M.G., F.R.G.S., author of "Unconquered Abyssinia," "In the Country of the Blue Nile," and "The Romance of the Portuguese in Abyssinia." With Illustrations and Map (Seeley Service; 10s. 6d.). Colonel Rey points out that "the Abyssinians properly so-called" are the dominant race, but form only about a third of the population, and occupy about the same proportion of the territory. Altogether there are no fewer than seventy languages used, or 200 counting local dialects. Exactly when or how was the name of this dominant race applied to the whole land? The author suggests the phrase, "One leg in the League of Nations, the other in the Middle Ages," as describing not inaptly "the old country of Ethiopia, more generally known as Abyssinia, the last surviving African Empire, the descendant of the kingdoms of Axum and Punt." So, it appears, in this matter of nomenclature, "you pays your money and you takes your choice."

Even the present Emperor, Haile Selassie, used both terms in a letter written to the author in 1922, enclosing a list of "the Sovereigns of Abyssinia" from 4530 B.C. to date. Not many empires in history would be capable of producing such a record, covering more than 7000 years. There is doubtless a mythical element in the early stages, for the first King on the list—Ori (or Aram)—is described elsewhere as "one of the 35 sons of Adam!" Nevertheless, it is hardly surprising that such a country should cherish its independence and dislike the idea of being subjected to foreign control or partition. It may be in some respects behind the times, but, anyhow, there is a good deal of time behind it. Among the earlier royal names, by the way, I notice several with an Egyptian flavour, such as Seneferu (4034 B.C.), Amen Emhat (1556 B.C.), and Amen Hotep Zadgur (899 B.C.). Again, there is a suggestion of Greek influence in the names of Queen Helena (1347 B.C.) and Queen Nikosis Kandake (232 B.C.). The Queen of Sheba figures in the list as Makeda (982 B.C.), and was succeeded by Menelik I. (957 B.C.), traditionally believed to be her son by Solomon. The years given in brackets are those in which the various reigns ended.

Colonel Rey writes from long experience of Abyssinia, including a residence there of about ten years, and several journeys in the country. He thinks the most fitting word to describe it is "fascination," which might be not undeservedly applied to his own book. It seems to touch every point of interest—the country itself, beautiful, but "terrific" for warfare; its natural resources and recent history; its inhabitants—their racial diversity, religion, fighting qualities, and social customs, including slavery and the methods of justice. Curiously enough, a photograph of an open-air Abyssinian law court, with men arrayed in long white robes like the Roman toga, is rather suggestive of the conditions in which Cicero or Antony delivered their historic orations. Although Colonel Rey refers to current events, he is careful to avoid provocative comment. He considers that the admission of Abyssinia to the League of Nations was premature, and that there should have been a period of probation. "That trouble was likely to arise," he concludes, "at no distant date, was feared even by those most sympathetically inclined to Abyssinia. It is not every country that is prepared to exercise the amazing and inexhaustible patience shown by England in regard, for

example, to the question of Lake Tana and the Blue Nile. . . . I merely cite this one example of difficulty as showing that Abyssinia has not shown herself exactly accommodating in international questions, and that, consequently, the danger of trouble arising with a less patient neighbour than England over any one of the various outstanding questions was always a very real one, and, as events have proved, a very serious one."

Another notable book about Abyssinia, less circumspect in its criticisms and more dashing as a personal narrative, is a new edition of "SLAVES AND IVORY." Adventure and Exploration among the Abyssinian Slave-Raiders. By Major Henry Darley, Explorer, Ivory Hunter, and formerly British Frontier Agent at Maji in Abyssinia. With Introduction by Charles W. Hobley, C.M.G. (Late Senior Provincial Commissioner, Kenya Colony). Photographs and Maps (Witherby; 7s. 6d.). In reading the author's denunciation of Abyssinian "barbarism" and slave-raiding, it must, of course, be borne in mind that his book, first published in 1926, describes a state of things



BRITISH NAVAL FORCES IN THE MEDITERRANEAN: A GENERAL VIEW OF THE SHIPS IN HARBOUR AT ALEXANDRIA, INCLUDING AN AIRCRAFT-CARRIER (IN THE LEFT BACKGROUND).

It was stated on September 19 by "The Times" Naval correspondent that with the arrival of the battle-cruisers "Hood" and "Renown" at Gibraltar there were then six capital ships on the Mediterranean station, of which the "Revenge" and "Valiant" had been last reported at Alexandria. On September 22 the Foreign Office announced in a *communiqué* that the British Ambassador in Rome had called on Signor Suvich (Italian Under-Secretary for Foreign Affairs) "to communicate . . . the movements of the British Fleet and reinforcements of men and material of British garrisons in the Mediterranean, adding that they were not intended to imply any aggressive intention on the part of his Majesty's Government."



ITALY'S NAVAL MOVEMENTS IN CONNECTION WITH HER CONCENTRATION OF FORCES IN EAST AFRICA: AN ITALIAN SUBMARINE PASSING THROUGH THE SUEZ CANAL.

In a report from Suez published in the "Daily Telegraph" of September 21, it was stated: "There is some anxious comment on Italy's object in sending submarines to the Red Sea. Two went through the Canal last night, making eight altogether on their way to the south."

that may have since been considerably modified. It would appear, however, that some of it remains true even now, to judge from Mr. Charles Hobley's new and up-to-date introduction. Alluding to Major Darley's book as an "epic story," this distinguished colonial official says: "Although his work deals with the state of affairs in that curious country some fifteen to twenty years ago, changes occur so slowly that much that he has written will apply to the conditions of to-day."

Mr. Hobley goes on to give some pertinent facts corroborating Britain's "inexhaustible patience" towards Abyssinia. Thus, he writes: "As Sir E. Grigg, the late Governor of Kenya, has recently reminded the British public, in 1928, after protracted negotiations, the Ethiopian Government paid to Kenya a sum of £21,000 as compensation for raids dating back to 1915. Since 1928, however, frequent armed raids have descended from Abyssinia into both Kenya and the Sudan. . . . In 1934 there were three armed incursions into Kenya, in spite of the constant vigilance of the mobile force of K.A.R. which patrols the frontier. In addition, the Abyssinians have, in spite of urgent protests, even established a military post some three miles within our territory. . . . The frontiers of both the Sudan and Kenya are still so unsafe that both

these Governments have for years past each spent annually upwards of £100,000 in endeavouring to defend them against armed attack from subjects of a Power nominally friendly and a member of the League of Nations."

I have often read stirring tales describing how some solitary Englishman, stationed at a remote "outpost of Empire," maintains order over vast regions with a small native force, and, while admiring the qualities of such men, I have wondered whether they altogether appreciate this system of "splendid isolation." Detached observers might suggest that, if the Empire cannot better support its gallant frontiersmen, it may have "bitten off more than it can chew" in the way of colonial territory. In East Africa we are now witnessing a contrast to such policy in the activities of a colonising nation which errs, perhaps, on the side of impatience. Mr. Hobley's guarded allusion to the Italo-Abyssinian dispute must have been written, of course, a month or two ago. "One Power," he says, "has taken upon herself the whole brunt of teaching Abyssinia the folly of her 'intransigent' policy, and it may be, as a result, the country will as a separate entity disappear from the map. It is hoped that hostilities may yet be averted, but the chances appear to be slender."

I am doubtful how far Mr. Hobley's attitude would commend itself to any of the 150 or so eminent people whose names are appended in general favour of a programme of British policy outlined in "THE NEXT FIVE YEARS." An Essay in Political Agreement (Macmillan; 5s.). I cannot, of course, give the whole list of signatories to this weighty pronouncement, which bears no name of editor or compiler, but is the joint production of a representative group. Its tendency, however, may be gathered from the inclusion of Viscount Cecil of Chelwood, Sir Norman Angell, Professor Gilbert Murray, and Sir Evelyn Wrench. The Church, Literature, and Science are strongly represented—among others by the Archbishop of York, the Bishop of Birmingham, Sir Oliver Lodge, Professor Julian Huxley, Mr. H. G. Wells, Mr. A. A. Milne, Mr. Laurence Housman, and Mr. Laurence Binyon. The book is divided into two parts devoted, respectively, to (1) economic policy, with chapters on social justice and organisation of industry, and (2) international relations.

This second part, naturally, is the more significant just now, especially the sections relating to the League of Nations and the collective peace system. Although these are concerned more with theory than practice, there are sundry references to actual events, such as the Japanese action in China and the war between Bolivia and Paraguay. The apparent absence of any allusion to Abyssinia rather dates the book, and the long discussion regarding sanctions has an air of "quiet, calm deliberation" somewhat out of key with the day-to-day surprises of a fast-developing crisis.

It is refreshing nowadays to get a glimpse of *Il Duce*

in circumstances unconnected with wars and rumours of wars. I have just found one in a very appealing book of personal studies, namely, "OLDER PEOPLE." By Hector Bolitho. With nine Illustrations (Cobden-Sanderson; 10s. 6d.). Mr. Bolitho, who is a New Zealander of Cornish extraction, writes as one of the younger generation, concerning some of the "Old Guard" he has known. The sitters for these "literary portraits" include Mr. Bernard Shaw, Mr. Lloyd George, the late King Feisal, the late D. H. Lawrence, and Sir Austen Chamberlain, author, I believe, of the dictum, "Sanctions mean war!"

Describing his interview with the Fascist Leader, Mr. Bolitho says: "For a moment Signor Mussolini blazed and stiffened

to pattern, but he soon became a charming, smiling host, and my nervousness left me. We spoke in English. Signor Mussolini gave me my first sensation of having met a great man. He transcended such words as *personality*, *force*, and *charm*. His eyes made any meanness in one wither up. I think a liar would feel sick in his belly if Mussolini looked at him for very long. The examination of his eyes is at first cold and ruthless. Like Cuesta, he 'looked into the last little place of you, where you keep your courage.' One feels that he would have moved Vesuvius if it had stood in his way. My fear soon passed, for his big, severe face softened into a smile."

Mr. Bolitho later describes a conversation with the Marchese Marconi, who "talked of Mussolini as an English youngster might speak of Nelson or of Drake," and told anecdotes about the Duce's "loyalty to his friends, his care for detail, his kindness, and his energy." All this I heartily believe, but I could wish that, amid his plans for reviving Rome's imperial glory, he would remember a phrase used by the Roman Empire's greatest lyrical poet, whose bi-millenary we "from out the northern island" also join in celebrating. I refer to these words in the first of the Odes of Horace—*bellaque matribus delectata*. C. E. B.

AIDING NATURE TO DEFEND EGYPT: PATROL WORK IN THE LIBYAN DESERT.

PHOTOGRAPHS SUPPLIED BY MAJOR C. S. JARVIS, GOVERNOR OF SINAI. (SEE HIS ARTICLE ON PAGES 546 AND 547.)



THESE illustrations form an interesting pendant to Major C. S. Jarvis's description (on pages 546 and 547) of the vast deserts that surround Egypt, especially on her western frontier adjoining Italy's Libyan province. The photographs (he states) show "the Frontiers Administration Camel Corps and Light Car Patrols operating in the sand country of the Libyan Desert. The Frontiers Administration, a department of the Egyptian Government, administers Sinai, the Western or Libyan Desert, the Southern Desert and Oases, and the Red Sea littoral. These four provinces have local Arab police, and there is also a Gendarmerie force — the Camel Corps and Light Car Patrols, recruited from Sudanese or Ababda Arabs. The cars are fitted with low-pressure, over-size tyres with nine-inch tread, enabling them to negotiate sand country with ease."



CAMEL CORPS AND LIGHT CAR PATROLS IN THE LIBYAN DESERT: TYPICAL UNITS OF EGYPT'S WESTERN DEFENCE FORCES.

A VAST BARRIER BETWEEN EGYPT AND LIBYA: THE WESTERN DESERT—"300 AND MORE MILES OF WILDERNESS"; ROMAN REMAINS IN MARIUT; AND THE SOUTHERN OASES.

EXTRACTS FROM A LECTURE RECENTLY DELIVERED BEFORE THE ROYAL CENTRAL ASIAN SOCIETY BY
MAJOR C. S. JARVIS, GOVERNOR OF SINAI; FORMERLY ADMINISTRATIVE OFFICER IN THE NORTH LIBYAN
DESERT; AND GOVERNOR OF THE OASES OF KHARGA, DAKHLA, BAHARIYA, AND FARAFRA. CONTINUED
PHOTOGRAPHS BY THE AUTHOR.

sand—in fact, the sand-dune areas are definitely defined, and the most marked of these is the terrific sea of dunes that stretches from Siwa nearly to Dakhla. It is very difficult to describe a sand-dune area of this kind, and one might use most of the adjectives in the dictionary trying to do so. I think both "terrifying" and "awe-inspiring" might be used for a start, and when you have tried to get through them in a car you will probably think of several others that you will not find in any dictionary. At the present time this Western Desert of Egypt is rather more in the public eye than usual, for Egypt's neighbour to the west is Italy, whose Libyan province extends from Sollum southwards to the tiny oasis of Owianat. Owianat stands at the junction of Italian, Egyptian, and Sudanese territory, and last autumn there was some discussion as to the exact ownership of this little water-hole.

It appears that Italy has satisfied herself—if one else—that it lies inside her boundary, and with the impending war in Abyssinia and the part that aircraft may play, it is fairly obvious why Italy desires a watering and fuelling station at this otherwise remote and useless oasis. Owianat is 550 miles from the Tripolitan coast and 1200 miles from Addis Ababa. Egypt's position at the corner where Africa joins Asia is of such strategic importance that even if the Suez Canal did not exist, her territory would always be coveted by any Great Power aiming at Naval supremacy in the Mediterranean, African Colonies, or mid-eastern commitments. The fortunate site of her situation is the 130 miles desert on her eastern frontier and the 300-odd miles of wilderness to the west, which provides a fairly effective barrier to land invasion. I say "fairly effective" advisedly, for, with the general advance in difficulty of aircraft and motor transport, the difficulty of crossing a sandy, waterless desert decreases from day to day. In 1915 and 1916, when Egypt was faced with an invasion by Senusit Arabs from the west, our military authorities were hopelessly at sea, for they were apparently under the impression that an invading army could cross the Libyan Desert at almost any point and strike at the Nile Valley to the south. They certainly held the view that an overwhelming force could march via the oases of Farafra, Siwa, Bahariya, or Dakhla and Kharga to Egypt proper. To guard against this they garrisoned Kharga, the Fayoum, and the whole length of the Nile Valley with troops urgently required elsewhere, and tied up in Egypt some 30,000 to 40,000 troops watching a perfectly empty desert, when it should have been obvious that Siwa—which is easily accessible by car—was the key of the position. If Siwa had been captured and held by our mechanized forces at the beginning of the Senusit invasion (and half-a-dozen armoured cars with twenty attendant Ford cars could have done it in three days), the Senusit invasion, which has probably added sixpence to the income-tax of to-day, would have been scotched in the first three months. Water is the only thing that matters in the desert, and with the springs of Siwa denied to an enemy, Egypt is safe from anything but an attack along the coast. What was true in 1916 applies to to-day, and the Libyan Desert, with its seas of sand-dunes and vast stretches

1. AN ANCIENT WINE-PRESS IN THE MARIUT COASTAL BELT: ONE OF MANY SIGNS OF THIS REGION'S FORMER PROSPERITY.

THE first desert in which I served as an administrative officer was the Mariut or the eastern portion of the Western Desert which extends from Alexandria to the frontier at Sollum. This vast waste is divided, into two parts—the coastal belt, which is mostly clay, and which to a width of from 15 to 20 miles experiences a substantial rainfall in winter, and the desert proper, which lies to the south. Mariut is a country with a temperate climate that has very definitely had a glorious past, but has unfortunately not present. To-day along the coast the Arab of the district grows his scattered patches of barley and in suitable spots has small gardens of vines and figs, but it is haphazard cultivation at the best, whereas all over this region and twenty miles to the south are ruined farmhouses, fallen orchard walls, wine-presses (Fig. 1), dried-out wells, water-cisterns (Fig. 2), cement channels, and, in some places, the granary of Rome, and corn from Mariut and the Western Desert was distributed to the poor of Rome as the unemployment benefit is distributed to-day. Mariut wine was famous all over the Roman Empire, and I believe that the Mariut urns with the Mariut trade-mark have been found on the Roman Wall in Cumberland. Along the seashore are the ruins of seaside villas with stone steps (Fig. 4) leading to the sea, and at Mersa Matruh there is the stone and mosaic pavement of Cleopatra's bungalow where it is said she entertained Mark Antony. Mersa Matruh, now the Headquarters of the

3. EVIDENCE OF ANCIENT ROMAN SHIPPING IN WHAT IS NOW A DRY LAGOON RUNNING PARALLEL TO THE SHORE FROM ALEXANDRIA FOR NEARLY 40 MILES: THE REMAINS OF A MASSIVE STONE QUAY.

Province, is situated on a lagoon. The Romans seem to have been most prodigal in the way they cut out living rock for every purpose. For instance, if they wanted to make an underground cistern they invariably constructed it by cutting out the reservoir from a solid rock outcrop, whereas it would have been infinitely quicker and cheaper to dig a hole in the earth and line it with concrete. There is a dry lagoon that runs parallel to the shore from Alexandria for nearly forty miles. This lagoon now is merely a clay pan in which water collects after rain, but in the days of the Roman shipping came up to it, for at various points on its shores are massive stone quays (Fig. 3). It is very difficult to decide what was the reason for Mariut changing from a prosperous farming centre to a semi-desert land. One theory is that a violent earthquake not only threw down every building and wall, but also altered the levels of water in the wells, turning them from fresh to brackish. The extraordinary thing is that there appears to be evidence that the Mariut area has been raised to a higher level by some subterranean force, and also evidence that it has sunk. If one flies in an aeroplane off the coast on a calm day, one can see lines of quays below the sea's surface, and at Hawariya Island one can see similar quays raised so far from the sea's surface that they stand on dry land. Another explanation is the Arab invasion of the seventh century, and the replacement of the hard-working Italian cultivator by the haphazard Arab, past-master in the art of letting things go to rack and ruin. My remarks on the comparative degradation of the coastal belt are based on what I saw in 1919. During the last five years the present Governor of the Western Desert and the Egyptian Ministry of Agriculture have been working towards reviving its past fruitfulness. The desert which stretches away south of this sparsely cultivated belt is for the first time covered with tiny hummocks on which scrub bushes grow, and south of this one comes to the true Libyan Desert, which is a real waste. The Libyan Desert is not all



2. AN OLD UNDERGROUND WATER-CISTERN: ANOTHER RELIC OF BYGONE INDUSTRY IN THE COASTAL DISTRICT OF MARIUT.

of day to day. In 1915 and 1916, when Egypt was faced with an invasion by Senusit Arabs from the west, our military authorities were hopelessly at sea, for they were apparently under the impression that an invading army could cross the Libyan Desert at almost any point and strike at the Nile Valley to the south. They certainly held the view that an overwhelming force could march via the oases of Farafra, Siwa, Bahariya, or Dakhla and Kharga to Egypt proper. To guard against this they garrisoned Kharga, the Fayoum, and the whole length of the Nile Valley with troops urgently required elsewhere, and tied up in Egypt some 30,000 to 40,000 troops watching a perfectly empty desert, when it should have been obvious that Siwa—which is easily accessible by car—was the key of the position. If Siwa had been captured and held by our mechanized forces at the beginning of the Senusit invasion (and half-a-dozen armoured cars with twenty attendant Ford cars could have done it in three days), the Senusit invasion, which has probably added sixpence to the income-tax of to-day, would have been scotched in the first three months. Water is the only thing that matters in the desert, and with the springs of Siwa denied to an enemy, Egypt is safe from anything but an attack along the coast. What was true in 1916 applies to to-day, and the Libyan Desert, with its seas of sand-dunes and vast stretches



4. ON THE COAST WHERE CLEOPATRA IS SAID TO HAVE ENTERTAINED MARK ANTONY IN HER SEASIDE VILLA: STONE STEPS TO THE SHORE FROM ONE OF MANY SUCH HOUSES NOW IN RUINS.

5. FARAFRA: THE SMALLEST OF THE FOUR SOUTHERN OASES OF THE EGYPTIAN DESERT, INSIGNIFICANT, INACCESSIBLE, AND FAMOUS ONLY FOR PARTICULARLY GOOD WHEAT.

devold of water provided, an absolute barrier to anything but a small raiding-party in cars fitted with low-pressure, over-size tyres—and raiding parties with attendant aircraft, though troublesome, cannot effect invasion. The only possible route into Egypt from the west is via the coastal road from Sollum to Alexandria, and this necessitates also the command of the sea, for the frontage on which an army could move is an exceedingly narrow one. After two years of the Western Desert I was transferred to the Southern Oases, i.e., Kharga, Dakhla, Bahariya, and Farafra, with my headquarters at Kharga. Actually the oases of the Egyptian deserts are a good bit larger than is popularly supposed—Kharga being some 80 miles long and 10 miles wide, with five villages and a population of some 8000, whilst Dakhla is some 45 miles by 15, with thirteen villages and 12,000 inhabitants. Bahariya has four villages, and Farafra one (Fig. 5). The oases are huge depressions probably caused by sand erosion, and the fact that they are only a few feet above sea-level accounts for the water that rises to the surface in true artesian fashion if wells are bored some 200 feet deep. In all these oases there are deep wells, many believed to have been bored by the Persians during their occupation of Egypt about 500 B.C., and it is said that the Persians learnt the art of deep boring from the Chinese. An Estakherib (Fig. 9), in Genab, a small village south of Kharga, is a good specimen of these old wells. You can see below the surface the square cut going down into the solid rock. This well supplies an enormous amount of water, which flows in a channel six feet wide and a foot deep for some three miles to various patches of cultivation. It was during the Persian period that, according to Herodotus, an army of Cambyses, 40,000 strong, was lost in the desert west of Kharga during a sand-storm. Whilst I was on an exploring expedition with the late Prince Kamal El Din of Egypt we discovered a vast dump of water-jars lying in orderly rows beneath a rocky crag. Some of the jars were sent to the Cairo Museum, and it was estimated that they belonged to the 4th or 5th century B.C., so possibly we happened on one of Cambyses' water-dumps. The malaria situation in the oases had been caused by the indiscriminate boring of wells due to jealousy of the people and lack of control. The result of this wanton boring was that nine-tenths of the water ran to waste and formed huge mosquito-breeding swamps, and hundreds of wells on higher levels dried up. My chief job in the oases was to control well-boring, and by stopping up unnecessary wells to try and raise the level of the water to those on high land again, and to do what I could to cope with the mosquito. The miserable inhabitants of the oases suffer from malaria all their lives, so that it is small wonder that they are degenerate. An American anthropologist once visited Kharga and wrote a book on the inhabitants and their characteristics. The book was illustrated by photographs, and an old chieftain of the town possessed a copy of which he was extremely proud and which he showed to everybody because his photograph appeared in it. Under



6. IN THE MOST POPULOUS OF THE FOUR SOUTHERN OASES: BUILDINGS IN DAKHLA, WHICH ACCUTES AN AREA 45 MILES LONG BY 15 MILES WIDE AND CONTAINS THIRTEEN VILLAGES WITH 12,000 INHABITANTS—A VIEW FROM THE VILLAGE OF MUT.

6. THE KEY TO THE DEFENCE OF EGYPT AGAINST ANY INVASION FROM THE WEST ACROSS THE LIBYAN DESERT: THE OASIS OF SIWA.

the photograph were printed these words—"A particularly low type of humanity—the skull is almost simian." From the historical point of view the oases are vastly interesting, but the antiquities there have never received the attention they deserve, because they are not old enough. Egypt is so rich in antiquities that date back 3000 to 5000 years before Christ that anything of the Persian and Ptolemaic period is regarded as hopelessly modern. All the temples found in the oases are of the Persian and Ptolemaic and early Roman periods. The Temple of Hibis, situated just outside Kharga in a delightful palm-grove, is the work of Darius I., and was built in the fifth century B.C. Carved on one of the Temple portals is a notice by a Roman Governor, to the effect that he has heard many complaints as to the misbehaviour and bribe-taking of his minor officials, and in future he will not countenance bribes, and when officials go out on inspection they are forbidden to ration themselves and their animals at the people's expense. This makes me think that the East has not changed much in 2000 years. Another interesting historical relic is the early Christian Necropolis at Kharga, and in some of the old mud-brick buildings one can see mural paintings depicting scenes in the Old Testament and, mixed up with them, various symbols of the ancient Egyptian religion such as the Key of Life, proving that in the early days of Christianity the inhabitants of the oases were somewhat unorthodox in their faith. The same blending of religious concepts again later, after the Mohammedan invasion, and the people in the oases remained Christian for some centuries after Egypt proper had accepted the Muslim faith. Even to-day the great event of the year with the people of Kharga is mid-Shaaban, which is hardly recognised by Mohammedans in Egypt proper, and this, I am informed, is nothing but the Feast of Epiphany in another form. The Libyan Desert in this part of the world is reputed to hide flourishing and inhabited oases in which dwell people who have not been in touch with the outer world for something like 2000 years. This is a very fascinating legend, and until quite recently it was regarded as a possibility, but of late years so much of this quite unknown desert has been explored and criss-crossed by car patrols that I am afraid these wonderful forgotten oases must be regarded as a myth. The most insistent legend concerned the oasis of Zarzur—the word means small birds or stirling—which was said to be hidden in the wild sand-dune country west of Dakhla.

7. A RELIC OF ROMAN SHIPPING BESIDE A DRY LAGOON, FORMERLY A SEA-WAY, NEAR ALEXANDRIA: AN ANCIENT LIGHTHOUSE—ITS SKELETON INDICATED BY THE TINY FIGURE OF A MAN.



8. IN THE MOST POPULOUS OF THE FOUR SOUTHERN OASES: BUILDINGS IN DAKHLA, WHICH ACCUTES AN AREA 45 MILES LONG BY 15 MILES WIDE AND CONTAINS THIRTEEN VILLAGES WITH 12,000 INHABITANTS—A VIEW FROM THE VILLAGE OF MUT.

9. A GOOD SPECIMEN OF THE OLD WELLS, SHOWING BELOW THE SURFACE "THE SQUARE CUT GOING DOWN INTO SOLID ROCK." AN ESTAKHERIB, WHICH SUPPLIES AN ENORMOUS AMOUNT OF WATER.

THE BASE OF THE MEDITERRANEAN FLEET: MALTA; THE GRAND HARBOUR.



VALLETTA AS IT WAS IN THE SEVENTEENTH CENTURY: A MAP OF 1670; SHOWING THE CITY (CENTRE), WITH ITS ELABORATE FORTIFICATIONS, AND THE HARBOURS ON EITHER SIDE.



VALLETTA AS IT IS TO-DAY; WITH THE GRAND HARBOUR TO THE RIGHT, AND THE MARSAMUSCETTO HARBOUR ON THE LEFT.

(From the War Office Map of Malta; by permission of H.M. Stationery Office.)



A GAS-PROOF AIR RAID SHELTER IN MALTA: A TUNNEL NORMALLY USED BY PEOPLE GOING DOWN TO MARSAMUSCETTO FERRIES, VALLETTA.



VALLETTA HARBOUR, WITH A CHARACTERISTIC LATEEN-RIGGED BOAT AND A PADDLE-STEAMER: BRITAIN'S CENTRAL MEDITERRANEAN STRONGHOLD.



PRECAUTIONS AGAINST AIR ATTACK TAKEN IN MALTA: A GAS-PROOF TUNNEL ANNEXED TO THE OLD RAILWAY STATION AT VALLETTA.



BATTLESHIPS AND CRUISERS OF THE MEDITERRANEAN FLEET IN THE GRAND HARBOUR, VALLETTA: A NAVAL BASE OF IMPORTANCE TO GREAT BRITAIN SINCE THE NAPOLEONIC WARS.



A BRITISH "SHIP" WHICH NEVER PUTS TO SEA: THE 1000-YEAR-OLD FORT OF H.M.S. "ST. ANGELO," WHERE THE MOHAMMEDAN POWER WAS CHECKED BY THE KNIGHTS OF ST. JOHN IN 1565.

Various precautions were taken in British possessions in the Mediterranean—especially at Malta—as the Italo-Abyssinian dispute intensified. On August 26 the War Office announced their intention to bring the fixed defences of Malta and Aden up to the establishments approved last year; and the defences at Malta were soon afterwards increased by several military and naval units. In addition, the Government of Malta ordered the construction of public air raid shelters in every district of the island and issued leaflets instructing the public how to behave in the event of air attack. A great boom was placed across the

entrance of the Grand Harbour consisting of a chain of floats with a submarine net attached. On September 20 the tension between Great Britain and Italy was eased by an official assurance that the movements of the British Fleet and the reinforcement of British garrisons in the Mediterranean had no aggressive intention; and the Italian Government responded by saying that their military preparations in the Mediterranean Basin were of a purely precautionary nature. On September 23 Sir Samuel Hoare sent a message to the Duce to say he was particularly desirous of eliminating useless misunderstanding between the two countries.

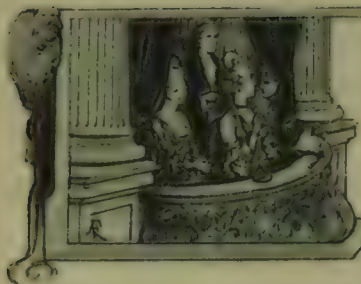


(UPPER) A TYPICAL VIEW OF THE MEDITERRANEAN FLEET AT ANCHOR IN THE GRAND HARBOUR AT VALLETTA: THE "QUEEN ELIZABETH," FLEET FLAGSHIP (NEAREST CAMERA), AND OTHER BATTLESHIPS AND CRUISERS.

(LOWER) ONE OF THE SIGHTS OF MALTA: BATTLESHIPS OF THE MEDITERRANEAN FLEET PASSING OUT THROUGH THE NARROW ENTRANCE TO THE HARBOUR AT VALLETTA; WITH H.M.S. "WARSPITE" IN THE FOREGROUND.

The island of Malta, with its magnificent Grand Harbour to the south-east of Valletta, the capital, is the headquarters of the Mediterranean Fleet. British naval relations with the island began as early as the seventeenth century, for in 1675 ships of war

visited Malta and in 1688 a fleet under the Duke of Grafton came to Valletta. In 1799 Nelson blockaded the French in Malta and, after their defeat, set up a provisional administration. In 1814 Great Britain's possession of it was confirmed.



The World of the Kinema.

By MICHAEL ORME



"JAZZ COMEDY."

EVEN if the new Russian picture which marks the opening of the autumn season at the Academy Cinema were not as thoroughly enjoyable as it is, it would be an important event in the kinematic world. "Jazz Comedy"—startling title to minds attuned to the propagandist solemnities of the Soviet films heretofore—is a manifestation of a new spirit in the Russian studios. Here is a complete breakaway from the gloom of the past or the reform of to-day. Here is neither message nor moral, but entertainment for entertainment's sake—a jolly, uproarious escapade set to catchy music and packed with sufficient comic invention to equip half a dozen ordinary "musicals." For though "Jazz Comedy" rides gaily into the lists to break a lance for the Russian musical comedy picture, it certainly is not ordinary. It is, indeed, so extraordinary that it has created something of a sensation on the Continent, and ran for several months in Paris, at the Max Linder Cinema, under the name of "Les Joyeux Garçons."

The picture was directed by M. Alexandrov, formerly assistant to the great Russian director, M. Eisenstein. It is interesting and rather illuminating to learn that M. Alexandrov was at one time a circus performer; therefore, presumably, intimately acquainted with the rough-and-tumble fun of the sawdust ring. Having hitched his wagon to a star-director and worked with him on many of his productions, he accompanied M. Eisenstein to Hollywood to study American methods. M. Alexandrov returned to Moscow to direct "Jazz Comedy" under the banner of the Kinocombinat. An echo of these brief facts of his career can, I think, be found in this work that has won for him the Order of the Red Star. It is, to begin with, obvious that M. Alexandrov is a keen observer not only of the technique of the kinema's outstanding directors but also of the humour that is of international appeal. He has assimilated much, yet he himself is so individual and so closely in touch with the vigorous merriment of his countrymen that his treasure-trove has taken on a colour and a sparkle of its own. Thus his handling of his self-prepared scenario ranges from the finesse and fantasy of M. René Clair to the crazy slapstick of the Marx Brothers. He borrows something from Herr Erich Pommer's lyrical approach, but preserves the fundamental drollery of the Russian people, highly charged and even a trifle crudely robust as it is expressed, for instance, in the comic turns of M. Baillieff's "Chauve Souris." His *entrée en matière* is pure Pommer. His hero, a shepherd with a working knowledge of several instruments, a tuneful voice, and a capacity for taking life as it comes, strides into the picture at the head of his herds, his flocks, and his droves. He sings as he goes, and raps out an accompaniment from any inanimate object that will respond to his stick or to his nimble feet, be it fence or pot or wooden bridge. A jolly procession, albeit taking rather a long time to reach its goal.

But then, M. Alexandrov likes to ram his effects home, and therein lies the one fault I find with this exhilarating jest. Its points are somewhat belaboured, and at times unduly prolonged, though not sufficiently to exhaust the amazing vitality of the Russian actor, nor, I imagine, the pleasure of a Russian audience which likes large helpings of good fare. And there is good fare in abundance in our shepherd's further adventures. He is mistaken for a famous conductor and, vamped by a feminine admirer, easily persuaded to attend a party in his honour. To please his hostess, he obliges with a flute solo. Unfortunately, his beasts, herded with difficulty outside the gates, respond to the lute of Orpheus. They invade the house, the beds, the supper-room, where they dine and wine not wisely but too well with indescribably funny results. A situation

that even the Marx Brothers at their maddest might boggle at is turned from a slapstick sequence, with a piglet and a cow as its hero and heroine, into delicious comedy. The shepherd's discomfiture eventually leads to triumph, when, after many strange and hilarious happenings, he and his tatterdemalion orchestra, with the help of a devoted little slavey, rapidly enrolled as a singer, conquer a fashionable audience.

A story slender enough, but decorated with so much



"HEART'S DESIRE," RICHARD TAUBER'S NEW MUSICAL FILM, WHICH WILL BE SHOWN SHORTLY AT THE REGAL, MARBLE ARCH: RICHARD TAUBER AND DIANA NAPIER IN AN OPERATIC SCENE. In "Heart's Desire" Richard Tauber takes the part of a humble Austrian beer garden singer who comes to London and creates a sensation with his singing, but, after an unhappy love-affair, returns to his beer garden. Diana Napier plays the part of an opera singer who falls in love with him. The film gives ample scope for Tauber to display his magnificent powers as a singer. Its première is fixed for October 17.



"THE DARK ANGEL," NOW AT THE LEICESTER SQUARE THEATRE: FREDRIC MARCH (LEFT) AS THE MAN BLINDED IN THE WAR, ENTERTAINING KITTY (MERLE OBERON), WHO HAD ONCE PLEDGED HERSELF TO HIM, AND GERALD SHANNON (HERBERT MARSHALL), TO WHOM SHE IS ENGAGED.

In "Dark Angel" Merle Oberon plays the part of Kitty Vane, with whom both Alan Trent (Fredric March) and Gerald Shannon are in love. The war intervenes. Kitty and Alan spend one last night together; but Alan returns home blinded. Kitty becomes engaged to Gerald, but, after some agonising and poignant moments, it all ends happily for Alan. The situation in our photograph is particularly poignant, as Alan is concealing his blindness, and the others have not yet realised that he is blind—though thinking his behaviour strange.

originality and such genuinely humorous inspiration that it serves its light-hearted purpose well. The music is an integral part of the picture, deftly woven into the action, and—another surprise from Soviet Russia—embracing in its scheme a couple of tango tunes that will set the town

whistling. They might have come straight out of Hollywood. The acting is deliberately artificial and has an exaggeration that smacks of satire. But M. Leonide Outessoff, as the shepherd, has a fine, free air of *joie de vivre* that adds a touch of romance to his clowning; and Mlle. Orlova, who is the wife of M. Alexandrov and one of Russia's well-known singers, allows a charmingly *gamine* personality to peep through the big-booted, slatternly livery of the typical slavey.

"Jazz Comedy" is the first of a series of musical productions which the Kinocombinat Studios will turn out, and if the rest of the pictures rise to the standards set in this initial effort, Russia's importance in the popular markets beyond its own frontiers will be immensely enhanced. With a minimum of dialogue, action that speaks for itself, and music that appeals to every ear, the language presents no real barrier. Yet I would not be surprised to find Kinocombinat preparing English and other versions in the future. In the meantime, Miss J. M. Harvey's terse English titles act as excellent interpreters.

"THE DARK ANGEL."

At the Leicester Square Theatre, where Miss Merle Oberon, as Anne Boleyn in "The Private Life of Henry VIII," revealed the promise of future stellar qualities, the young actress emerges triumphantly from the test of a star part in a new version of "The Dark Angel." Regular filmgoers will undoubtedly recall an earlier adaptation of Mr. Guy Bolton's play, chiefly on account of Mr. Ronald Colman's vivid portrayal of the hero who, blinded in the Great War, carefully hides his loss of sight from the woman he loves in order to set her free. This was—and still is—the big scene in a piece which, with the exception of one or two effective episodes, devotes much of its subject matter to preparation. Unless my memory plays me false or is led astray by the dominating impression left by Mr. Colman, that preparation was neither so deliberate nor so lengthy as in this new edition.

The piece has become a vehicle for a trio of stars, and the balance of the parts is carefully divided between Miss Oberon, Mr. Fredric March, and Mr. Herbert Marshall, with a consequent elaboration of the carefree years before the Great War when two youngsters were the devoted knights of a small girl—charmingly played by Cora Sue Collins—and, grown to manhood, pursued their friendly rivalry.

The strengthening of the bonds between the three is developed at a leisurely pace in a determined atmosphere of British restraint, with nebulous relatives hovering on the outskirts of the central theme. I confess to a slight impatience with this deliberate underlining of cause and effect, though it gives the three leads the opportunity

of establishing the staunch friendship and the integrity which survives the war's tragic aftermath that is the real business of the romance.

The *dénouement* loses none of its poignancy in the hands of Mr. Fredric March, whose quiet forcefulness is of immense value to this exceedingly punctilious piece. Mr. Herbert Marshall is by this time completely at home in characters of unassuming nobility and manly altruism.

There remains Miss Merle Oberon in a part that calls for many tears and a tremulous tenderness. She brings to it a lovely quality of sincerity and a woodland grace matching her *nom de théâtre*. Her expressive face, with its faint suggestion of the slant-eyed, carved-ivory beauty of the East, and her poise give her the touch of individuality and distinction that entitles her to a place in the front rank of the younger screen actresses.

"The Dark Angel," handsomely staged against a variety of backgrounds—including a fox-hunt, apparently in mid-August—is a polished picture achieving dignity rather than greatness, and finding its chief significance in its admirable interpretation and the rise of a new star.



THE FIVE-DAYS' FIRE AT WAPPING: GETTING HOSES INTO POSITION ON THE THAMES SIDE OF THE BURNING COLONIAL WHARVES WAREHOUSE.

One of the fiercest and most spectacular fires seen in London for many years recently destroyed part of a great warehouse and its contents—mainly crude rubber—at Colonial Wharves, Wapping. The outbreak began on the afternoon of September 25. On September 29 it was officially "under control"; and on September 30 it was described as being "practically out." All the resources of the London Fire Brigade were called upon. Water-towers were set up along Wapping High Street, and hoses were

also brought into play from the roofs of buildings opposite, and on the flanks of the warehouse. Three fire-fighting floats, including the new "Massey Shaw," one of the most powerful of its kind in the world, came down the Thames and pumped millions of gallons of water straight out of the river on to the flames. A great quantity of rubber was destroyed or damaged, a considerable amount being reduced to a molten mass, which greatly hindered the work of the firemen.

THE CONQUEROR.

BEING AN APPRECIATION OF
"HAIG" VOL. I.: By DUFF COOPER.*

(PUBLISHED BY FABER AND FABER.)

NOT the least unwelcome of the *sequelæ* of the Great War was the epidemic of autobiography—nearly always in the form of *apologia*—among the principal persons who had been concerned in it. In few cases has it been illuminating—or not, at all events, in the manner which the authors intended; hardly any reputations have gained by it, many have been diminished, and some have been destroyed. Soldiers and statesmen, if they are wise, will remember in future wars that *qui s'excuse, s'accuse*, and that reputations are most likely to survive when they are surrounded by a certain amount of mystery. We have had all too many examples of the fact that no man is a hero to his publisher.

With the dignity which was a marked characteristic of his character, the late Earl Haig declined, throughout his life, to engage in any of the prevalent self-explanation—though he must, at times, have been sorely tempted to it. It was known, however, that he kept very voluminous diaries, and that these were destined some day to be published. Much speculation, and not a little legend, gathered round them. They now appear, earlier than many expected, not integrally, but in the form of a biography illustrated by discreetly selected extracts from the journals.

The general impression which they will make will be, we venture to prophesy, one of disappointment. This is the fault neither of the diarist himself nor of his biographer. Too much has been expected. It has been supposed, extravagantly, that the dead hand of Haig would, at one sweep, draw back the curtain from all the mysteries of the war and reveal "the truth at last." In point of fact, very few secrets are revealed by the present volume (though it is possible that the second, which will be concerned with a period of greater complexity, will contain more new information). That Haig, though an old comrade of French and in no small measure advanced by him, had, from the first, little confidence in him as a Commander-in-Chief; that he felt himself deeply aggrieved by French's handling of the reserves at Loos, and precipitated his superior officer's downfall; that he held a poor opinion of Henry Wilson; that, from the beginning, he distrusted and disliked Mr. Lloyd George *et dona ferentem*; these, and similar matters, will not come as great surprises to anybody who has followed the literature of the war.

There are other reasons why this biography is not as apocalyptic as many had hoped. In the first place, although Mr. Duff Cooper has had access to a large bulk of material, the actual amount of Haig's own diary which now appears in print is comparatively small. We must conclude that Mr. Duff Cooper had good and sufficient reasons—which it is easy to understand might be of many different kinds—for "releasing" so much and no more. In the second place, Haig was no Pepys. Every reader of this book will carry away the picture of a man of fine grain and admirable character—a man who in every instinct and rule of conduct embodied a type which still commands the respect of the world, the English (or Scottish) gentleman. But it was already well known, and it involves not the least disparagement of him to say, that he lacked the more expansive qualities which make a man a popular, picturesque, or romantic figure. He was no more expansive in his diaries than in his daily life. He records events with precision, but with the minimum of comment and with no literary flourish.

There is a singular lack of individuality, or of anything memorable, in these pages—or, at all events, in such as we are allowed to see. There is also, from time to time, a certain complacency which is not entirely palatable. Did he never—one feels inclined to ask—doubt himself amid such momentous events? Compliments and tributes are always recorded, but seldom doubts and self-questioning. And yet it would be very unfair, on such evidence, to adjudge Haig a vain man. We all treasure such little marks of appreciation as we are fortunate enough to get, and, just as we confide them to our secret hearts, so we confide them, if we are diarists, to our secret books. There is no evidence that Haig was egotistical; and if we sometimes wish that he were a little less sure of himself, we must remember that self-assurance is a very proper quality in a military commander, especially when it is combined, as in Haig, with the utmost imperturbability in the face of crisis.

Some expectations, we repeat, will be disappointed; but, for ourselves, we are glad that Mr. Duff Cooper has refrained—as, indeed, we should expect of him—from making this biography in any degree "sensational." His temperate chronicle does, in its main effect, reveal a man who was insufficiently known and understood. Before he became Commander-in-Chief, the public really knew very little of Haig, and, indeed, has not learned a great deal of him since the war, for he never became a darling of the Press or of popular imagination. Yet he had had a remarkable and unbroken record of achievement in his profession. He did extremely well in South Africa, in the Sudan, and in India. It is well authenticated that Colonel Henderson, author of the most celebrated strategical work in our language, prophesied while Haig was still at the Staff College that "he would one day be Commander-in-Chief of the British Army." The notion that he was not a "clever" man is quite unfounded, if it means that

countrymen realised at the time, or have realised since, what invaluable service he rendered, as Director of Military Training under Haldane, in reorganising the Army, against much opposition from civilians and soldiers alike. His judgment was often proved right when the majority were against it. He never believed in a "short war." Contrary to popular opinion, he always believed in and advocated the machine-gun and the tank, and, indeed, any new weapon which was at all promising. If he had not yielded to his own Army Commanders, and had insisted that the Somme attack should be conducted in "artillery" instead of "wave" formation, the history of the Somme battle might have been different.

As Mr. Duff Cooper points out, during four years of bitter war he enjoyed the confidence and the loyalty of all his subordinates, just as he had inspired the confidence and friendship of that very shrewd judge of men, King Edward VII. He made a success of every post of responsibility which he held throughout his steady, irresistible rise to the highest authority. And, with all the earnestness of his naturally serious disposition, he devoted himself to his profession's tradition of service. Mr. Duff Cooper writes justly: "From the day when Douglas Haig went

to Sandhurst in the year 1884, every hour of his life had been dedicated to preparation for a great ordeal. The military profession had been for him neither an easy alternative to idling, nor a pleasant excuse for leading an open-air life in congenial companionship. It had been, on the contrary, a stern and a high calling, which had demanded from its votary all the application and devotion of which he was capable. The thirty years that had passed since he entered Sandhurst had not been wasted. Bringing with him from the Royal Military College the sword of honour, we have seen him daring to take his profession seriously as a young subaltern in a light-hearted cavalry

regiment in India, and later seizing upon every opportunity of studying its practice in the two greatest military countries of Europe. We have seen him surpassing his contemporaries at the Staff College, availing himself of the first opportunity to experience active service in the Sudan, at the elbow of the most successful General in South Africa, holding two of the highest military posts in India, and between the two appointments acting as right-hand man to Lord Haldane in the great task of preparing the Expeditionary Force and creating the Territorial Army. It is impossible to read the letters and diaries that he wrote during these busy thirty years without realising how completely he himself appreciated them as a period of preparation."

And so, in the end, being better prepared than anybody else—he prevailed. No criticism, no controversy, no attack can rob his memory of that plain fact—he prevailed. By their fruits ye shall know them, and the fruit of Douglas Haig's "preparation"—as of his integrity of mind and character—was that he saved his country from the direst peril which had ever threatened it. While military reputations were falling like autumn leaves, he held his command longer than any other in a similar position, and that in spite of relentless opposition to him, partial and impartial, scrupulous and unscrupulous. It will always be debated whether he was right in his unwavering adherence to the "Western Front" school of thought, but there is much force in Mr. Duff Cooper's contention that of the many "side-shows" conducted on both sides, very few were conspicuously successful or had any decisive influence on the course of the war. Here again, facts are in the indicative and theories are in the subjunctive mood. We have been told by one and another that the war *would* have been won if this or that had been done in this or that place, but the fact remains that the war *was* won in the main theatre of war.

With regard to the more controversial question of Passchendaele, we must suspend judgment until we know what the next volume of the diary has to contribute. We cannot conclude without mention of one incident which, in a story of fine achievement, strikes us as somewhat "out of character." However deeply he felt about the direction of the Battle of Loos, it was surely an odd procedure on Haig's part to write at once to Kitchener complaining of his Commander-in-Chief? However, it is sometimes hard to choose between immediate loyalty and ultimate duty, and it is inconceivable that Haig should have so acted except from a sense of duty.—C. K. A.



DOUGLAS HAIG AS A SUBALTERN IN THE 7TH HUSSARS: A COMMISSION WHICH HE RECEIVED ON FEBRUARY 7, 1885, AT THE AGE OF TWENTY-THREE.

Haig spent three years at Oxford before going to Sandhurst in 1884. There he set himself to work with determination and, at the end of the year, he passed out first in order of merit, being awarded the Anson Memorial Sword as Senior Under-Officer. In November 1886 he sailed for India with his regiment.



A PHOTOGRAPH OF HAIG TAKEN AT DARMSTADT: HIS VISIT TO GERMANY IN 1895 TO LEARN SOMETHING OF GERMAN MILITARY METHODS.



HAIG AS COMMANDER-IN-CHIEF: A PHOTOGRAPH TAKEN IN FRANCE BY 2ND-LIEUT. ERNEST BROOKS.

Mr. Duff Cooper writes: "On Sunday, the 19th of December, 1915, Haig wrote in his diary—'Fine, clear, frosty morning. At 12 noon I assumed the Chief Command of the British Expeditionary Force in France and Flanders.' He did not feel impelled to add anything in the way of commentary to that brief statement. Never before in the history of Great Britain had a soldier been promoted to such a vast command."

Reproductions by Courtesy of Messrs. Faber and Faber, Publishers of "Haig."

he was incapable of clear and compact thinking on paper. The orders which he issued as Chief Staff Officer in South Africa were "for long exhibited at the Staff College as models of what such things should be." The scheme which (contrary to official instructions) he drew up for the employment of the Indian Army outside India was immediately adopted and put into force as soon as war broke out. Lord Haldane—a man qualified to appraise intelligence, if ever there was one—wrote to him in 1909: "Your new memorandum . . . gives me the sense of comfort which comes from seeing that there are in our Army those who are thinking out military science with a closeness which is not surpassed in the great military schools of thought on the Continent." Few of Haig's

* "Haig." By Duff Cooper. With nine illustrations and ten maps. (Faber and Faber; 25s.)

THE COMING ROYAL WEDDING:

THE BRIDE AND BRIDESMAIDS.



MISS ANNE HAWKINS.
Elder daughter of Lady Margaret and Commander
Geoffrey Hawkins. Niece of the bride. Aged 7.



H.R.H. PRINCESS
MARGARET ROSE.
Younger daughter of the Duke
and Duchess of York. Niece
of the bridegroom. Aged 5.



H.R.H. PRINCESS
ELIZABETH.
Elder daughter of the Duke
and Duchess of York. Niece
of the bridegroom. Aged 9.



LADY ANGELA SCOTT.
Fifth daughter of the Duke
and Duchess of Buccleuch.
Youngest sister of the bride.
Aged 25.



MISS MOYRA SCOTT.
Younger daughter of Lord
George and Lady Eileen
Scott. Cousin of the bride.
Aged 16.



LADY MARY CAMBRIDGE.
Only child of the Marquess and Marchion-
ess of Cambridge. Great-niece of the
Queen. Aged 11.



MISS CLAIRE PHIPPS.
Elder daughter of Lady Sybil and Lieut. Charles
Phipps. Niece of the bride. Aged 15.



LADY ELIZABETH SCOTT.
Elder daughter of the Earl and Countess
of Dalkeith. Niece of the bride. Aged 13.



THE LATEST PORTRAIT OF LADY ALICE MONTAGU-DOUGLAS-SCOTT, THIRD DAUGHTER OF THE DUKE
AND DUCHESS OF BUCCLEUCH AND QUEENSBERRY, WHO IS TO BE MARRIED TO H.R.H. THE DUKE OF
GLOUCESTER AT WESTMINSTER ABBEY, ON NOVEMBER 6.

We reproduce on this page the latest portrait of Lady Alice Montagu-Douglas-Scott, third daughter of the Duke and Duchess of Buccleuch and Queensberry, whose marriage to H.R.H. the Duke of Gloucester will take place in Westminster Abbey on November 6; and the bridesmaids who, it was reported on October 1, had

been chosen by her. Princess Margaret Rose is the youngest of these. She is only five. Her sister, Princess Elizabeth, may be partnered by Lady Mary Cambridge. They walked together in the bridal procession at the marriage of the Duke and Duchess of Kent. Princess Elizabeth is nine, and Lady Mary Cambridge eleven.

PORTRAIT OF LADY ALICE SCOTT BY LENARE. OTHER PORTRAITS BY MARCUS ADAMS, YEVONDE, HAY WRIGHTSON, LENARE, AND PETER NORTH.

FROM THE WORLD'S SCRAP-BOOK: NEWS ITEMS FROM ABROAD.



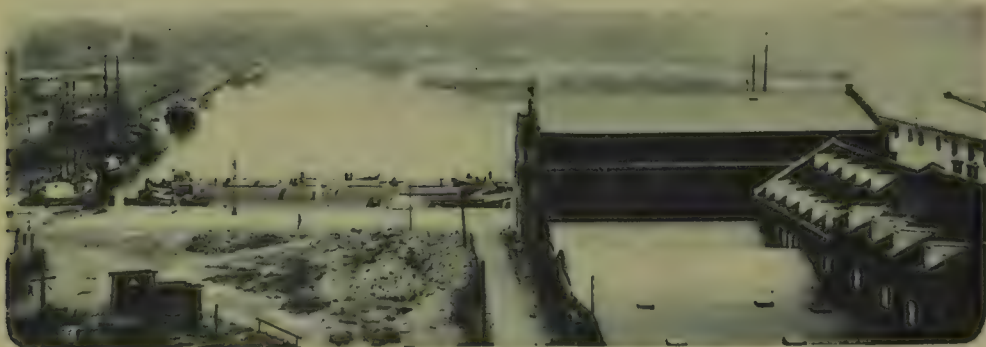
AN IMPERIAL NAVAL REVIEW IN MANCHUKUO: THE FLAGSHIP "TING-PIEN," WITH THE EMPEROR ON BOARD, SEEN FROM A PARTICIPATING WARSHIP.

The Emperor Kang Teh of Manchukuo reviewed his fleet, consisting of fifteen river gun-boats, on the Sungari River, Harbin, on September 9. The boats fired royal salutes and the crews cried "Banzai!" as the Emperor passed in his flagship, their greeting indicating that their predominating nationality was Japanese. A great parade of troops afterwards took place before the temporary palace at Harbin, and, later, advantage was taken of the presence of the troops to make them tidy up the city.



VIENNA'S "AIR RAID"—A REALISTIC AFFAIR OF CRASHING BOMBS AND TEAR GAS: A TRAM BLAZING IN THE STREET AFTER BEING STRUCK BY A "BOMB."

On September 24 Vienna followed the example of several European cities by staging its first realistic "air raid." Eight bomber aeroplanes flew over in formation, and they were followed by the sequel which is becoming familiar—hand-grenades and fireworks to represent bomb explosions, real tear gas, rockets for anti-aircraft fire, the rattle of machine-guns, burst gas-mains and water-mains, firemen, and first-aid men, and finally gas-masked decontamination squads.



THE SCENE OF ELECTIONS WHICH HAVE AN IMPORTANT BEARING ON INTERNATIONAL AFFAIRS: A GENERAL VIEW OF THE TOWN AND HARBOUR OF MEMEL, WHERE GERMAN PROTESTS WERE MADE THAT THE POLLING WAS NOT CONDUCTED FAIRLY.

Polling in Memel was held throughout September 29 and September 30, and at the end of that time it was thought that almost all those who wished to do so had been able to record their votes. The poll was said to be over ninety per cent., and the great interest taken in it was due to the rivalry over Memelland between the Germans, who form a majority of the population in the district,



PEASANTS OF MEMELLAND RECORDING THEIR VOTES: AN ELECTION IN WHICH GERMANY AND LITHUANIA WERE DEEPLY CONCERNED.

and Lithuania, to which it has belonged since the Versailles Treaty. Considerable confusion reigned at the polls, for a new and complicated voting system was being tried for the first time, and an insufficient number of polling stations and booths had been set up. There was little real disorder; but one polling station, at Juknical, was wrecked by a large crowd which had waited for hours in a queue to vote there. The Lithuanian Government decided to amend the electoral laws.



RUSSIAN ARMY MANŒUVRES: A GREAT PARADE OF HEAVY TANKS, GIVING FOREIGN OBSERVERS AN IMPRESSION OF FORMIDABLE POWER.

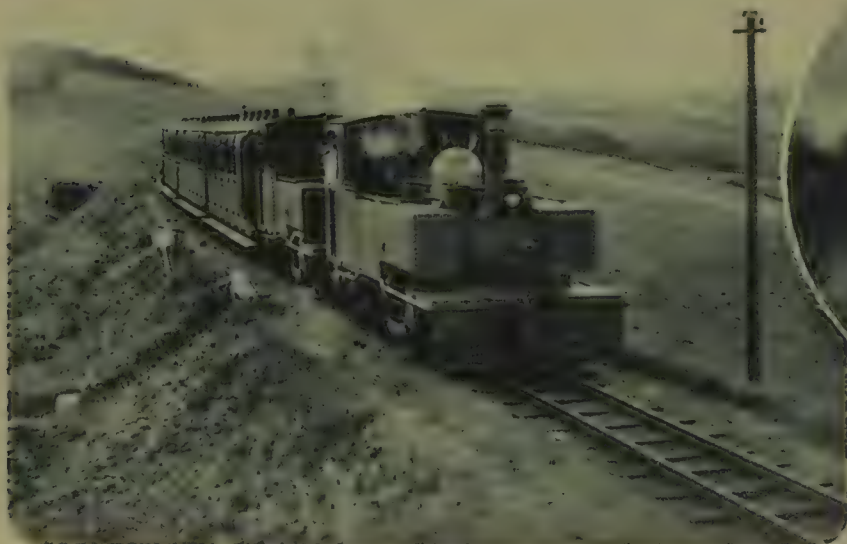
A correspondent informs us that the most extensive manœuvres ever held by the Red Army took place recently in the Kiev district, near the Polish border. Their object, it is understood, was partially one of propaganda—to demonstrate before representatives of France and Czechoslovakia, with whom Russia has entered pacts of mutual aid and non-aggression, the quality of Russia's fighting forces. Tanks and motorised artillery took part in the manœuvres in large numbers, but



HEAVY ARTILLERY, ON CATERPILLAR WHEELS, IN THE RED ARMY MANŒUVRES HELD IN THE KIEV DISTRICT: A SYMBOL OF RUSSIA'S MILITARY MIGHT.

crack cavalry divisions are also said to have played an important rôle because of the country's lack of good roads for vehicular traffic. It may be added that reliable figures concerning the present strength of the Russian Army are not available to the outside world; but it is known that the country's fighting strength is very great, and that much of the Army is equipped with the most modern engines of war. Observers have been impressed by its apparent efficiency.

EVENTS OF THE WEEK AT HOME: PICTORIAL NOTES ON CURRENT NEWS.



AN OLD TRAIN ON ITS LAST RUN: THE FAREWELL JOURNEY ON THE BARNSTAPLE-LYNTON RAILWAY, WHICH HAS RECENTLY BEEN CLOSED TO THE PUBLIC.

Many who have travelled in north Devon regret the decision to cease working the narrow-gauge single line between Barnstaple and Lynton, which runs through beautiful scenery and has been in operation for forty years. It was closed to the public on September 29. Our photograph shows the train on its last run to Lynton. So many passengers desired to make the journey that both engines were required to draw the heavy load.



A NEW TRAIN ON ITS FIRST RUN: THE L.N.E.R. EXPRESS "SILVER JUBILEE," WITH ITS STREAMLINED LOCOMOTIVE, CROSSING THE WELWYN VIADUCT.

The new L.N.E.R. express "Silver Jubilee," drawn by the new streamlined locomotive "Silver Link," made a trial run on September 27 from King's Cross to Grantham and back. It touched for a time the high speed of 112 m.p.h. It was not, however, built for record-breaking, and on its regular service between London and Newcastle, begun on the 30th, the maximum speed is slightly over 80 m.p.h. The journey of 268 miles is scheduled to take four hours.



A FAMOUS STRUCTURE DOOMED BY HEAVY ROAD TRAFFIC: THE CONWAY SUSPENSION BRIDGE, CONDEMNED AS INADEQUATE TO ITS ENORMOUS BURDEN.

Telford's famous suspension bridge over the Conway, beside Conway Castle, Carnarvonshire, has now been condemned by the Ministry of Transport as unequal to the great burden it has had to carry in recent years, although it is not in any immediate danger. A new bridge, free from tolls and wide enough for two lines of traffic, is to be built at a cost of about £75,000. The existing bridge, now used for one-way traffic, was constructed after a ferry-boat disaster in 1806, and was opened in 1826.



A WRECK IN WHICH ALL ON BOARD PERISHED: THE HULL TRAWLER "SKEGNESS" BATTERED TO PIECES IN A GALE ON THE YORKSHIRE COAST.

All the eleven men forming the crew of the Hull trawler "Skegness" lost their lives when she was wrecked, on September 25, beneath the Speeton Cliffs (420 ft. high) near Bridlington. Desperate but unavailing efforts at rescue were made by several life-boats and the rocket life-saving brigade. The rockets were blown back by the gale over the cliff-top. The trawler was dashed to pieces in terrific seas. By September 30 eight bodies had been recovered.



FLOODLIGHTING AT BECKENHAM ON THE OCCASION OF ITS INCORPORATION AS A MUNICIPAL BOROUGH: THE TOWN HALL AND CHURCH ILLUMINATED.

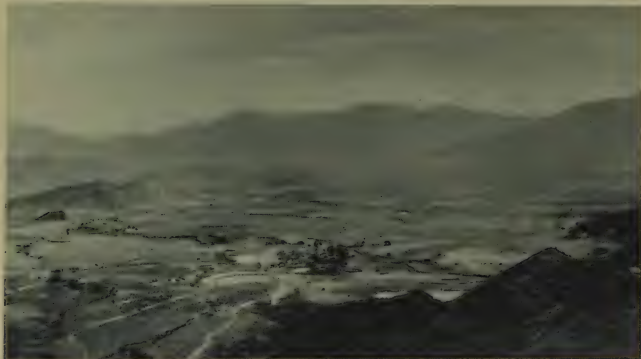
Beckenham celebrated on September 26 the reception of its charter of incorporation as a municipal borough, which was handed to the Charter Mayor, Sir Josiah Stamp, by the Lord Mayor of London, Sir Stephen Killik. An address of welcome to the Lord Mayor opened the proceedings. In the evening the Town Hall was illuminated in two colours, white at the top and red below. (See also Page 560.)



FLOODLIGHTING OF AIRPORTS ON THE EMPIRE AIR ROUTES: THE NEW SYSTEM IN USE AT CROYDON AERODROME, THE AIRPORT OF LONDON.

The new system of airport lighting, which is soon to be extended on the Empire routes to Singapore and Cape Town, recently came into use at Croydon. It consists there of eight floodlights (each of 1,000,000 candle-power) set around the edge of the aerodrome and controlled separately by a single set of switches, enabling any combination of lights to be arranged. The installation includes also an illuminated T to show wind direction, pulsating boundary lights in orange colour, and another set of red obstruction lights.

IN THE MOHMAND COUNTRY, WHERE A BRITISH FORCE WAS AMBUSHED THIS WEEK AND SUFFERED HEAVY CASUALTIES IN SEVERE FIGHTING.



THE PLAINS OF KAMALAI AS SEEN FROM THE HEIGHTS OF NAHAKKI AFTER THE PASS HAD BEEN OCCUPIED BY THE 2ND BATTALION, THE HIGHLAND LIGHT INFANTRY, ON SEPTEMBER 20: THE TYPE OF COUNTRY IN WHICH A BRITISH FORCE WAS AMBUSHED BY MOHMANDS ON SEPTEMBER 29 AND SUFFERED HEAVY CASUALTIES.



IN THE TYPICAL MOHMAND COUNTRY IN WHICH A COMPANY OF THE GUIDES WAS AMBUSHED: THE PASS THROUGH THE HILLS AT NAHAKKI, WHERE THE VILLAGE, HEIGHTS, AND PASS WERE OCCUPIED BY THE "MOHFORCE" WITHOUT OPPOSITION ON SEPTEMBER 19 AND 20.

On the night of September 30 the India Office issued a statement which read: "Information has been received from India from which it appears that, owing to renewed activities by certain sections of the Mohmand tribesmen, it was decided to make a reconnaissance in force from the vicinity of the Nahakki Pass. Early yesterday morning the leading company of the 5th Battalion, 12th Frontier Force Regiment (The Guides), encountered very superior numbers lying closely concealed, and severe fighting ensued, with heavy casualties on both sides." At that time it was understood

that the casualties were: British Officers, 2 killed; 4 wounded. Indian Officers, 2 believed killed; 2 wounded. British Other Ranks, 1 believed killed; 1 wounded. Indian Other Ranks, killed and wounded estimated at 80. The news was unexpected, for it was thought that order had been practically restored. Telegraphing on September 29, "The Times" correspondent at Simla said: "Trading caravans which are now coming through from the Safi country into the Peshawar district bring reports which suggest that the disaffection which has marked Mohmand life during the past



IN THE COUNTRY OF THE MOHMANDS, CERTAIN OF WHOM DISAFFECTED TRIBES HAVE BEEN ENGAGED BY THE FUNTIVE BRITISH "MOHFORCE" UNDER BRIGADIER AUCHINCLOSS: GHALANAI CAMP, H.Q. AND MAIN BASE BEFORE THE ATTACK ON THE NAHAKKI RIDGE.



THE MAIN BASE BEFORE THE ATTACK ON THE NAHAKKI RIDGE: GHALANAI CAMP AS HEADQUARTERS OF BRIGADIER AUCHINCLOSS, COMMANDING THE "MOHFORCE," DURING OPERATIONS DESCRIBED AS AMONG THE MOST NOTABLE WHICH HAVE BEEN UNDERTAKEN BY THE INDIAN ARMY IN RECENT TIMES.

few weeks is abating. The lull continues on the Mohmand front, although the forward camps of the British and Indian troops in the Nahakki territory are still being sniped at night by discontented tribesmen. An overture towards peace has been made on behalf of the Safis—the chief remaining renalcitrant group among the British Mohmands—by the Musa Khel tribesmen. The Safi country adjoins the Kamalal country which is now occupied by the advanced British and Indian troops." It will be recalled that, on September 12, Sir Ralph Griffith, the Governor of the North-West Frontier

THE VITAL ATTACK ON THE NAHAKKI RIDGE BY THE "MOHFORCE"; MOST NOTABLE OPERATIONS UNDERTAKEN BY THE INDIAN ARMY.



USED IN FRONTIER WARFARE FOR THE FIRST TIME AND VERY SUCCESSFUL; BUT SUPPLANTED BY MULES WHEN THE ROAD ENDED AT YUSUF KHIL: LIGHT TANKS MOVING OUT FOR A RECONNAISSANCE ALONG THE TORATIGGA VALLEY IN THE DIRECTION OF THE KHAPAK PASS, AN OPERATION THAT WAS UNOPPOSED.



IN THE COUNTRY OF THE MOHMANDS: KHAPAK KANDA—AN AIR VIEW WHICH, LIKE OTHERS REPRODUCED HERE, GIVES AN EXCELLENT IDEA OF THE NATURE OF THE TERRAIN WITH WHICH THE BRITISH "MOHFORCE" HAS TO CONTEND WHEN QUELLING DISAFFECTED TRIBESMEN.

Province, issued a proclamation that the authorities had been compelled to take action. On the 17th an unopposed reconnaissance was carried out along the Toratigga Valley in the direction of the Khapak Pass, and a search was made over the territory of the friendly Halim. On the 19th a British force under Brigadier C. J. E. Auchincloss, commanding the "Mohforce," took Nahakki village without a casualty and on the following day they occupied the heights flanking the Nahakki Pass, the Pass itself, and the plains of Kamalal without opposition. Various peace overtures ensued.

WESTMINSTER ABBEY'S WILLIAM

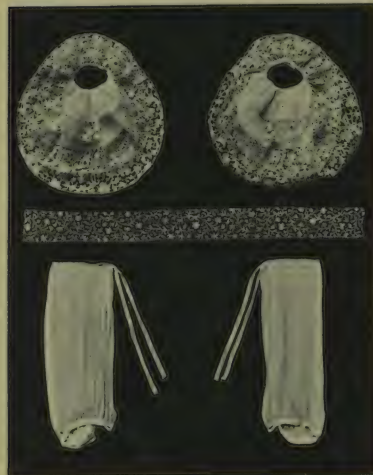
THE WAX FIGURES AND THEIR CLOTHING;

AND MARY EFFIGIES RESTORED:

INCLUDING AN ODD LEATHER PETTICOAT!



THE CURIOUS BROWN LEATHER PETTICOAT, PAINTED WITH PATTERNS AND LITTLE CHINESE FIGURES IN GOLD, WORN BY THE EFFIGY OF QUEEN MARY II.; CERTAINLY NOT AN ACTUAL GARMENT.



SLEEVES, VENETIAN CROSS-POINT RUFFLES, AND A PIECE OF VENETIAN LACE FROM THE CORSAGE NECK—FROM THE EFFIGY OF THE QUEEN.



SILVER CLASPS SET WITH PASTES WHICH ORNAMENT THE QUEEN'S BODICE; AS SHOWN IN THE PHOTOGRAPH OF THE COMPLETE FIGURE.

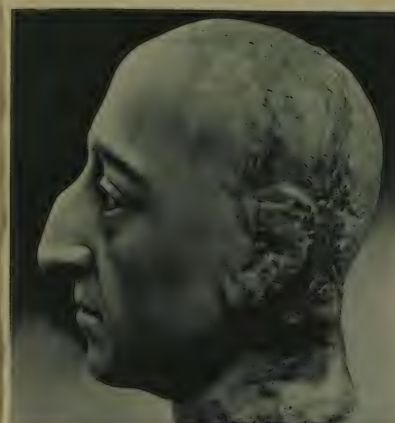


THE HEAD OF THE QUEEN MARY EFFIGY; PROBABLY MODELLED, WITH THAT OF THE KING, BY "MRS. GOLDSMITH, THE FAMOUS WOMAN FOR WAXWORK."



THE WESTMINSTER ABBEY EFFIGY OF QUEEN MARY II. CLEANED; THE WAX FIGURE AS RESTORED AND NOW ON VIEW.

PHOTOGRAPHS AND THE DESCRIPTION BY COURTESY OF MR. LAWRENCE E. TANNER,



THE HEAD OF THE EFFIGY OF KING WILLIAM III., WHICH IS IN ACCORDANCE WITH MACAULAY'S DESCRIPTION OF THE "EAGLE-NOSED," "EAGLE-EYED" KING.



THE WESTMINSTER ABBEY EFFIGY OF KING WILLIAM III. CLEANED; THE WAX FIGURE AS RESTORED AND NOW ON VIEW.

KEEPER OF THE MONUMENTS AT WESTMINSTER ABBEY. (COPYRIGHT.)



STOCKINGS AND UNDERSTOCKINGS WORN BY THE EFFIGY OF KING WILLIAM III.—THE FORMER OF KNITTED WHITE SILK WITH INVERTED CLOCKS SURMOUNTED BY CROWNS; THE LATTER OF COTTON.

The interesting effigy of the Duchess of Richmond (La Belle Stewart), which stands in a case near by. . . . At any rate, the modeller achieved 'a somewhat remarkable portrait of King William. . . . Macaulay's well-known description of the King, which he derived from Bishop Burnet and from other contemporary sources, might well have been written with only our effigy before him.' Further, Mr. Tanner notes that the purple velvet mantle and surcoat, trimmed with fur, could never have been worn, and must have been made for the effigy of the King; and he adds that the jabot and ruffles are of late 17th-century North Italian bobbin lace, and the silk stockings and the shoes are contemporary.



THE JABOT AND RUFFLED SLEEVES FROM THE EFFIGY OF THE KING—WITH LATE SEVENTEENTH-CENTURY NORTH ITALIAN BOBBIN LACE.



THE WHITE LEATHER SHOES FROM THE KING'S EFFIGY; THE HEELS PIERCED TO TAKE THE SUPPORTS FOR THE FIGURE.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



AFTER BREAKING THE WORLD'S TWENTY-FOUR-HOUR RECORD: CAPT. EYSTON IN HIS CAR, ON BONNEVILLE SALT BEDS, UTAH.
Capt. G. E. T. Eyston, driving his new car, "Speed of the Wind" (Rolls-Royce engine), broke the twenty-four-hour world's record on the Bonneville Salt Beds, Utah. He also broke a number of other records. In a statement quoted in the "Daily Telegraph," he said: "The car was untouched mechanically during the twenty-four-hour run."



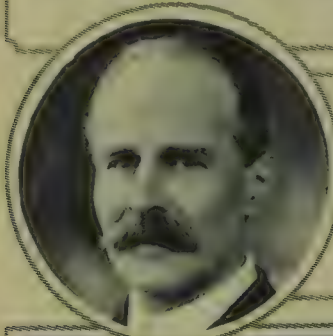
E. A. PHELPS.

Winner of the match for the Sculling Championship of England, and £200 a side, against H. A. Barry (Barnes R.C.). The race was over the 41-mile Putney-Mortlake course. Phelps won by 38 sec., taking 24 min. 21 sec. He had the Middlesex station.



ON THE NORTH-WEST FRONTIER: BRIGADIER C. J. E. AUCHINLECK, COMMANDER OF THE MOHMAND FORCE (EXTREME LEFT).

Photographs dealing with the operations on the North-West Frontier appear on pages 556 and 557 of this issue. Brigadier C. J. E. Auchinleck, in command of the "Mohforce," is seen on the extreme left of the above photograph, which was taken on Nahakki Ridge on September 18. Major-General E. de Bergh is seen seated on a stick.



MR. H. P. HANSELL.

Tutor to the Prince of Wales and his brothers. Died on September 29; aged seventy-one. He accompanied the Prince of Wales to Magdalen, Oxford, as tutor. He was also tutor to Prince Arthur of Connaught.



THE HUNGARIAN PREMIER (CENTRE) WITH HERR HITLER AND GEN. GÖRING, IN BERLIN.

General Gömbös, the Hungarian Prime Minister, who has been visiting Germany (ostensibly to enjoy a shooting-party with General Göring), had a conversation with Herr Hitler on September 29. General Göring was present at this. The meeting was widely interpreted as indicating that some kind of German-Polish-Hungarian air arrangement is in preparation.



THE PASSING OF A LEADING FIGURE IN BRITISH AVIATION: AIR VICE-MARSHAL SIR VYELL VYVYAN, K.C.B.

Air Vice-Marshal Sir Vyell Vyvyan died on September 30; aged sixty. He began his career in the Navy and became Assistant to the Chief of the War Staff, Admiralty. He was Beach Master at Anzac during the landing on April 25, 1915, and was awarded the D.S.O. He was appointed to the Air Department at the Admiralty in January 1916; and he became Colonel and temporary Brigadier-General when the R.A.F. was established in April 1918. In 1919 he was given the command of the Coastal Area. On his retirement, he was appointed one of the Government directors of Imperial Airways, and played a most important part in the development of Imperial Air Mail Services.



SIR H. T. WALWYN.

Appointed Governor of Newfoundland in succession to Admiral Sir David Murray Anderson. Retired from the Navy in 1934, on completing the tenure of his appointment as Flag Officer Commanding Royal Indian Marine.



SIR ERNEST RENNIE.

Died September 25; aged sixty-seven. Had a long and varied career in the Diplomatic Service. Head of the Chancery, Washington Embassy, 1905. British Representative, Ecuador and Peru, 1914. Minister at Helsingfors, 1921-30.



SIR JAMES JEANS MARRIED: THE BRIDE AND BRIDEGROOM AFTER THE CEREMONY IN VIENNA.

Sir James Jeans, the famous astronomer, was married to Fraulein Susi Hock, a well-known musician, in Vienna on September 30. Only a few people were present. After the ceremony the bride and bridegroom left for Semmering, in Tyrol. It is understood that Sir James first met his bride while she was on a concert tour in England.



THE DUKE OF KENT AT THE ANTIQUE DEALERS' FAIR AND EXHIBITION, WHICH HE OPENED: H.R.H. EXAMINING ONE OF THE TREASURES SHOWN IN GROSVENOR HOUSE.

The Duke of Kent opened the Antique Dealers' Fair and Exhibition at Grosvenor House on September 27. In his speech, he referred to the Queen's well-known enthusiasm for collecting and her keen eye for a piece that was worth buying. If he had not inherited all her skill in that respect (the Duke added), he had certainly inherited her love for antiques.



BECKENHAM BECOMES A BOROUGH: SIR STEPHEN KILLIK, THE LORD MAYOR OF LONDON (LEFT), HANDING THE CHARTER TO THE CHARTER MAYOR, SIR JOSIAH STAMP.

The Charter of Incorporation elevating Beckenham to the dignity of a municipal borough was handed over to the Charter Mayor, Sir Josiah Stamp, by the Lord Mayor of London, on September 26. Sir Stephen Killik was accompanied by the Lady Mayoress and City dignitaries. After receiving the Charter, Sir Josiah Stamp read a message to be sent to the King.



THE WORLD OF SCIENCE.



PUZZLING FEATURES OF SWANS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

A FEW days ago I spent a very delightful afternoon on the Thames at Chertsey. And my host and I derived no small pleasure in watching the swans there, for this stretch of the river is a favourite haunt of theirs. It was an opportunity I was glad to seize, for I am just now making a survey of the several peculiarities of swans, geese, and ducks in regard to the interpretation of their outstanding difference in structure and coloration. And these present so many aspects that it is difficult to disentangle them, for they are not all "just water-birds with webbed feet." Indeed, in the short space of a single essay I can do no more than consider the swans.

From an æsthetic point of view, swans seem to fit perfectly into the quiet beauty of broad stretches of water fringed by reeds and rushes and bedecked with water-lilies; for these birds present, when afloat, the embodiment of grace, and almost effortless motion. But fishermen do not love them, and their looks belie them, for there are few birds more irritable, or arrogant, in temperament.

Why is it that the common, or mute, swan, is the only one of the five species of its tribe to swim with elbows thrust upwards, so that its wing-feathers form

is noteworthy, and appears to be one of the many forms of specialisation which these birds display. They agree with the ducks, rather than the geese, in that they draw their food-supply almost entirely from the water. But, while the swans are strict vegetarians, this is by no means true of the ducks, which prefer small animal organisms. The marine species, however, like the scoters and eiders, or the mergansers and goosanders, are fish-eaters.

But the mode of feeding in the swans differs from that of the ducks as much as the choice of food. And this choice has brought in its train the remarkable lengthening of the neck characteristic of the swans. Ducks, when in shallow water, will "graze" off the bottom by submerging the head, neck, and fore-part of the body till the beak can reach the bottom. The swans, which could as easily browse over the hunting-grounds of the ducks, evidently find food more to their liking in deeper water. In the constant pursuit of this, the length of the neck has enormously increased, largely by an increase in the number of the vertebræ, which range from twenty to

twenty-four, as against sixteen in the ducks. And they reflect this difference in the choice of food in yet another way. In all the tribe, save the mergansers and its allies, the tongue is a massive structure, thick and fleshy, with a horny tip, and a fringe of lamellæ along each side. In the vegetarian geese and swans, these lamellæ have become transformed into spines, which are much harder in the land-feeding geese. In each type, in short, we see a delicate, and exact, reaction to the use made of the tongue, a reaction, of course, which is evident enough in every part of the body.

What gave rise to the tradition that swans "sing before they die" I do not

know. For the only species with which men, in the past, came into close contact is the "mute swan," the only species which lends itself even

to a semi-domesticated life. And it derives its name from the fact that it is voiceless, save for a snake-like hiss. But there are four species which have developed a very singular modification



THE TRUMPETER SWAN, LARGEST OF ITS TRIBE, AND FAMOUS FOR ITS LOUD, SONOROUS, VOICE: A SPECIES WHICH, YEARS AGO, NESTED IN LARGE NUMBERS IN BRITISH COLUMBIA AND IN THE REGION OF THE GREAT LAKES, BUT NOW SEEMS THREATENED WITH EXTINCTION.

Photograph by D. Seth-Smith.

of the windpipe, which is associated with a loud "trumpeting" note. These are the trumpeter, whooper, and whistling swans, and Bewick's swan. In all, the windpipe has attained to an excessive length; so much so that it has come to be received into a bony chamber formed by thrusting apart the walls of the keel of the breast-bone. Proceeding along the whole length of the chamber, it then turns forwards on itself, and backwards to the lungs, as may be seen in the accompanying photograph. Here there are two short branches, the "bronchi," one to each lung. In the trumpeter swan the middle of each bronchus dilates to form a large chamber, this, and the more complicated coiling of the windpipe within the sternum, probably accounting for the very different call of this bird. There is a similar but far less developed enlargement of the bronchi in Bewick's swan, which, in the marked specialisation of its windpipe, resembles the whistling swan (*C. columbianus*), but in neither is the voice so loud and penetrating as that of the trumpeter.

I have space now to do no more than draw attention to the strange temperamental differences displayed by the swans, in the fact that only one species, the mute swan, has proved amenable even to semi-domestication. Of the geese and ducks, in like case, only one species of each has proved capable of adjustment to conditions imposed by man. And these have not only responded readily to complete domestication, but they have produced types unknown in a wild state. It is true that the black and the black-necked swans will breed in captivity, as well as many species of geese and ducks. But success in such experiments is attained only by aviculturists of great experience. This fact is the more puzzling since the ducks, at any rate, have proved easy to hybridise in captivity, and produce fertile hybrids.



ONE OF THE FEW SPECIES OF SWAN NOT WHITE IN PLUMAGE: THE AMERICAN BLACK-NECKED SWAN; SHOWING THE CHARACTERISTIC RED, FLESHY, PROTUBERANCE AT THE BASE OF THE BEAK, WHICH IS ALSO RED.

a beautifully arched canopy above its back? There is nothing, so far as I know, in its muscular mechanism to account for this habit. In all the other species the wings are pressed down close to the body when swimming. And why is it that swans are always white? There are two exceptions to this rule—the South American black-necked swan, and the Australian swan, which is wholly black, save the wing-quills, which are white. This bird is also peculiar in that the secondary wing-coverts and scapulars are curled. As a rule, the beak in the swans is black, with a patch of bare skin running from the base of the beak to the eye. In the black-necked and black swans it is red: furthermore, the first-named has an additional ornament in a great red, fleshy knob on the forehead. This bird, again, is the only member of the tribe which is clothed, in its nestling stage, in pure white down.

But besides the five species to which I have referred, there is yet another—the Coscoroba swan. This is a much smaller species, pure white in colour, save for black tips to the outer wing-quills, while the beak and feet are pinkish, and the bare space in front of the eye, common to all the others, is here closely feathered. It seems to form a link between the swans and the geese. Its habits are certainly goose-like, for it feeds on land. Like the trumpeter and whooper swans, it has a musical "trumpeting" cry; but I can find no record as to whether this is produced by the same singular mechanism found in the Bewick's, trumpeter, and whistling swans.

Having regard to the brilliant and varied coloration which prevails among the ducks, and some of the geese, this signal lack of colour in the swans



THE REMARKABLE BREAST-BONE AND WINDPIPE OF THE WHOOPER SWAN: THE LEFT WALL OF THE KEEL OF THE BREAST-BONE CUT AWAY, EXPOSING THE CHAMBER (A) THAT RECEIVES THE COIL OF THE WINDPIPE (B, D), WHICH IS TOO LONG FOR THE BIRD'S NECK.

In the whooper swan, as in some other swans and the cranes, the windpipe is too long for the neck, and is accommodated in a tubular chamber formed in the space between the expanded walls of the keel of the breast-bone. Upon reaching the end of the chamber the windpipe turns forwards, then backwards to the lungs, dividing into two short tubes or bronchi (C).

GAME SUCH AS THE PRINCE OF WALES
RECENTLY STALKED IN AUSTRIA:

CHAMOIS ON THEIR NATIVE HEIGHTS,
IN MOVEMENT AND AT REST.



CHAMOIS—THE GAME RECENTLY STALKED BY THE PRINCE OF WALES IN AUSTRIA, WHEN HE BAGGED A FINE BUCK: PHOTOGRAPHS TAKEN IN YUGOSLAVIA, SHOWING (LEFT AND RIGHT) CHAMOIS MOVING AT SPEED; AND (ABOVE, IN CENTRE) A MOTHER AND KID ON THE ALERT ON A MOUNTAIN SIDE.



A LITTLE GROUP OF CHAMOIS MAKING THEIR WAY TO THEIR MORNING FEEDING-GROUNDS: MOTHERS AND KIDS CAUGHT BY THE CAMERA BOUNDING GRACEFULLY UP A STONE-COVERED SLOPE.

During his recent stay in Austria, the Prince of Wales spent some days shooting in the State forests near St. Wolfgang, in Salzkammergut. On September 22 he brought down a fine chamois buck. According to a reliable account, the Prince only fired one shot—in which case the trophy constituted a splendid tribute to his marksmanship. The photographs on this and on the opposite

page illustrate the extreme shyness of these animals, the speed at which they move, and the shifts that have to be employed by the hunters. In Lauterbrunnen, in the Jungfrau district of Switzerland, the chamois are beguiled with dummy animals—as illustrated on the opposite page. Indeed, our correspondent notes that there are quite a number of men living in Lauterbrunnen who act

[Continued opposite.]

BEGUILING THE CHAMOIS WITH A DECOY:

A SWISS HUNTER'S RUSE IN A SPORT RECENTLY ENJOYED BY THE PRINCE OF WALES.



CHAMOIS-HUNTING—A SPORT WHICH THE PRINCE OF WALES ENJOYED IN AUSTRIA: A SWISS HUNTER MAKING OBSERVATIONS WITH A TELESCOPE—HIS BAG BEHIND HIM.



USING A DUMMY ANIMAL TO BEGUILLE THE WARY CHAMOIS—A METHOD FAVOURED BY HUNTERS IN THE JUNGFRAU DISTRICT OF SWITZERLAND: THE DECOY BEING HOISTED INTO POSITION WITH ROPES.



THE DUMMY CHAMOIS, WHICH BEGUILLES THE LIVING ANIMALS, AND HELPS TO CONCEAL THE HUNTER: TAKING AIM FROM BEHIND THE DECOY, PERCHED ON A MOUNTAIN SIDE.

Continued.]

as guides and beaters for the hunters, most of them possessing their own dummy chamois. The photographs of chamois on the opposite page were obtained by an expedition sent out by the "Ufa" company to Yugoslavia. The work of the cameramen was difficult in the extreme. Not only did they experience much



THE HARDY CHAMOIS-HUNTER RETURNS FROM THE CHASE, HIS BAG CARRIED OVER HIS HEAD: A PHOTOGRAPH TAKEN AFTER A SUCCESSFUL STALK IN THE JUNGFRAU DISTRICT.

bad weather among the high mountains, but the four-footed "stars" they had come to film proved intensely shy and wary. Once frightened, they moved at an extraordinary speed. Dr. Ulrich Schulz, who describes the expedition, asserts that a chamois will negotiate a thirty-foot drop in a single leap.

THE HERETIC PHARAOH'S HAREM.

FRESH DISCOVERIES IN AND AROUND AKHENATEN'S PALACE AT TELL EL-AMARNA, WHERE HE ESTABLISHED A NEW RELIGION AND BUILT A "MUSHROOM" CAPITAL OF EGYPT IN THE 14TH CENTURY B.C.

By J. D. S. PENDLEBURY, M.A., F.S.A., Director of the Egypt Exploration Society's Expedition to Tell el-Amarna, results of which are on view at 2, Hinde Street, W.1. (See Illustrations opposite.)

In his little book, "Tell el-Amarna" (recently reviewed in our pages), Mr. Pendlebury outlines the story of research on this unique Egyptian site, since it was first visited by a modern traveller in 1824. Not much attention was paid to it, he says, until the accidental discovery of the celebrated "Amarna Letters" in 1887. Before the Great War a German expedition had worked there for some years, but the war caused their concession to lapse. In 1921 the Egypt Exploration Society took over the work, and has continued it ever since. Mr. Pendlebury has been in charge since 1930. From 1921 onwards our readers can follow the sequence of discoveries there in the issues of "The Illustrated London News" for August 6, 1921; May 6 and December 16, 1922; July 12, 1924; July 9, 1927; August 10, 1929; December 27, 1930; September 5 and 12, 1931; March 19, 1932; May 6, 1933; and September 15, 1934.

THE work of the Egypt Exploration Society was concentrated (last season) on the great official palace of Akhenaten, a building which extends for over half a mile along one side of the city's main thoroughfare. It was connected with the King's private house by a bridge which ran over the road. The palace had been partially excavated by Petrie in 1891, and it was here that he discovered the famous painted pavement with its spirited pictures of wild life in the marshes. At the extreme south end lies a vast hall, the roof supported on innumerable square brick piers. This hall was a later addition to the palace, as could be seen from the fact that the entrance is cut through the original south wall. Some of the scattered bricks bore

is a Nile scene. The river runs between its black banks of mud and the fish are shown. On the bank are fishermen and the whole pageant of everyday life on the Nile.

reconstruction of the garden-court with its well and pond, the colonnade all round and the small chambers opening on all sides. The columns were gaily decorated with festoons of ducks hanging head downwards and with figures of the royal family. Every available wall space was plastered and painted. On the wall facing the garden

foundations of a large building known apparently as the "Shining of the Aten." This building has not yet been completely excavated, since it lies at a depth of between ten and fifteen feet below the surface. This depth is unprecedented at Amarna, and the explanation is as follows: About the ninth year of Akhenaten's reign a great reconstruction scheme was put in hand. The building was razed to the ground and, together with the north (lower) end of the processional way, was covered in with clean sand to form a large parade ground. Of the carvings which had decorated its walls, the important pieces, representing the royal family, which had been the work of skilled artists, seem to have been removed for use elsewhere, while the rest, the work of hack craftsmen, representing crowd scenes, slaves, and priests, had been covered in.

To this we owe the preservation of so much relief work, for when the palace as a whole was dismantled and the carvings were ruthlessly hacked about, these blocks were already safely buried. The photographs here reproduced show some of the best pieces. In relief is the fine study of well-fed arrogant priests (Fig. 3). Next come the spirited heads of horses straining against the halters, for bits were unknown (Fig. 9). As usual, a number of trial pieces were found, on which the sculptor had practised. Fig. 2 shows a very fine example with two facing heads and a hand. Although the stone is comparatively soft, the sharp outlines have been preserved, thanks to the fact that the piece was buried so soon after it was carved. Another example (not illustrated here) was a beginner's piece. The master had carved two model hieroglyphs, a feather, and the letter T, and the pupil had first sketched in his copy in red and later carved it, not always very successfully.

Close to one of the entrances to the palace, in the place from which a stone threshold had been removed, was found a large bronze crowbar used for levering it up. Elsewhere were found chisels and axes, probably also used for the work of destruction. At the same time as our work of excavation was progressing in the palace, Mr. Fairman and Mr. Lavers made a tracing of all the sculptured walls in the Royal Tomb, far away in the high desert, while Mr. Sherman made a complete photographic survey.

During the coming winter we hope to continue our explorations in the palace and to recover with greater certainty its plan. The results will depend on the funds at our disposal, and, with the object of interesting the public, we are displaying at 2, Hinde Street, Manchester Square, the finds from last season granted to us by the Cairo Museum, as well as photographs and plans. The exhibition is open every day from 11.5.30 until October 12.

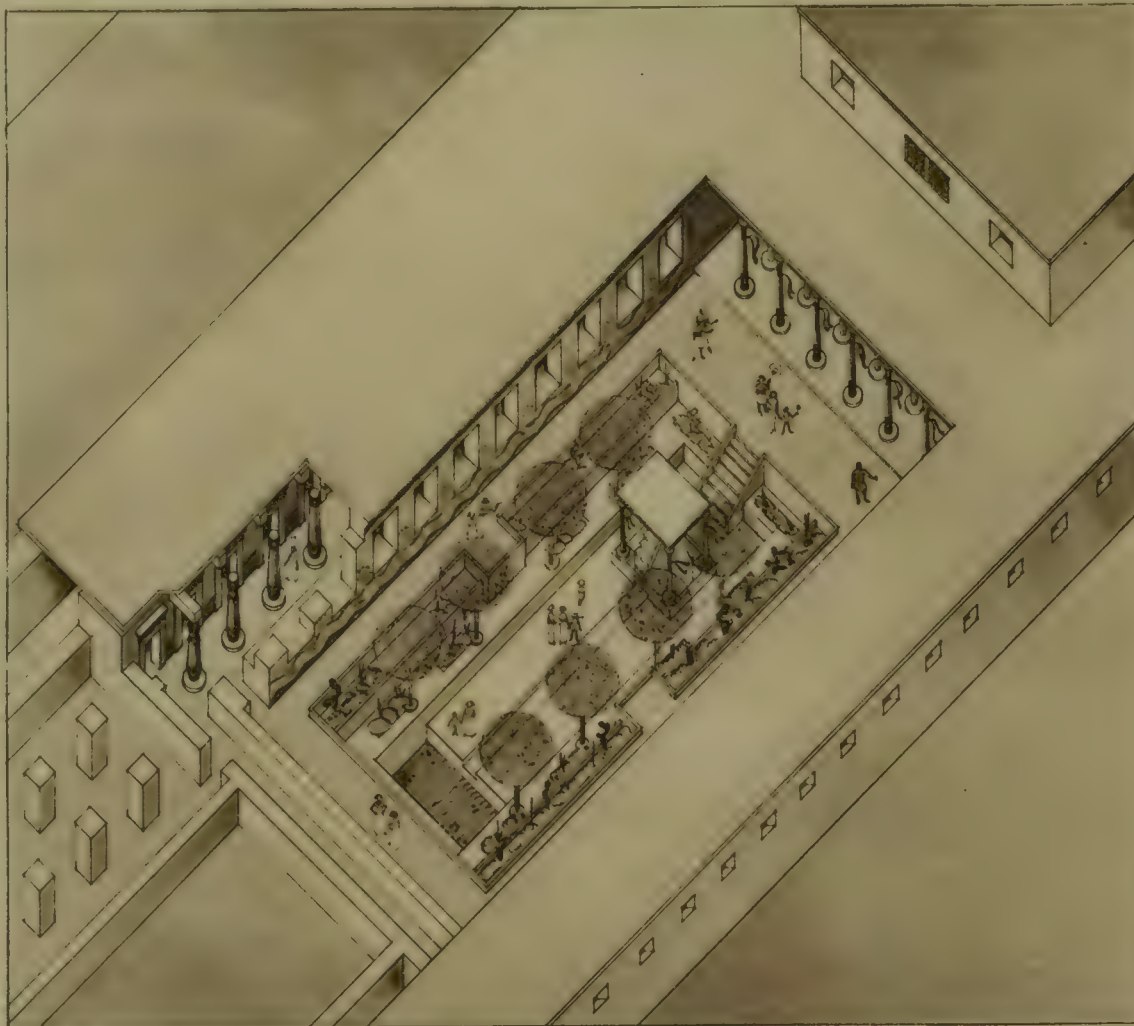


FIG. 1. THE HAREM QUARTER IN THE PALACE OF AKHENATEN AT TELL EL-AMARNA: AN ISOMETRIC VIEW SHOWING THE COLONNATED GARDEN COURT, WITH ITS POOL AND TREES, GAILY DECORATED COLUMNS, AND A WALL-PAINTING (ALONG THE LEFT SIDE) REPRESENTING THE NILE, WITH FISH AND FISHERMEN.—(SEE ALSO FIG. 5, OPPOSITE PAGE.)

Drawn by Frank Lavers, Architect of the Expedition.

Between the chambers, on the corridor wall, are painted rows of wine jars, giving us a clue to the contents of the rooms.

The garden itself is shown in Fig. 5 with its flower-beds and the places for trees. Close to the harem was found a fish in gold plate (Fig. 6), either some decoration for the borders of the pond or perhaps a toy from the royal nurseries. The block of buildings constituting the harem is set slightly back from the main wall of the palace, thus leaving a passage for guards to see that no one was breaking in by burrowing through the mud-brick walls.

Alongside the harem a long ceremonial way, paved in plaster, runs southwards. At the south end it enters the north-east corner of a big hall, and it seems probable that a similar paving existed to the west. It is stepped-up in order to conform with the lie of the ground, and there are heavy stone bases, which supported granite colossi of the King. Many thousands of fragments of these colossi were found. No fragment was more than two feet long, and this scientific and deliberate destruction gives one some idea of the hatred in which Akhenaten was held and of the determination of his opponents to leave no trace of him after his death.

At the corner where the processional way enters the great hall occurs a typical example of the slovenliness we expect to find in the buildings. While the plaster was being laid down and was still damp, some workman drew a sketch of his idea of what a house-plan should be (Fig. 7), while another has drawn a fish and a beetle. And although this paving must have been in daily use, no one ever thought of smoothing it over with fresh plaster. Besides the quantity of fragments of granite colossi, several pieces of sculpture were found. The most pleasant of these is shown in Fig. 8. It represents the head of a king in a most delicate style. The features are curiously unlike any other representations of Akhenaten or his immediate successors, but there is no doubt that it is intended for one of them.

The flat space which extends between the processional way and the modern cultivation turned out to cover the



FIG. 2. A FINE EXAMPLE OF A SCULPTOR'S TRIAL PIECE, WELL PRESERVED BY HAVING BEEN BURIED SOON AFTER IT WAS CARVED: A RELIEF SHOWING TWO FACING HEADS AND A HAND.

the cartouche of Smenkhkara, the young Prince whom Akhenaten co-opted on to the throne towards the end of his reign. It therefore seems possible that this was the Coronation Hall set up at his accession.

The walls of the hall were gaily decorated with plaques of faience (Fig. 4), the daisies being inlaid on a green background. Several complete specimens were found as well as a number of leaves in green faience to be inlaid in the pillars. On the back of the latter are marks in ink probably indicating the position they were to occupy. The problem of where to dump the excavated earth was somewhat acute, and for this reason work was shifted to the extreme north end of the palace. Here, after excavating a number of store-rooms, we decided to re-excavate most of the harem quarter. Fig. 1 shows Mr. Frank Lavers'



FIG. 3. "WELL-FED, ARROGANT PRIESTS": AN EXPRESSIVE RELIEF FRAGMENT FOUND AMONG BURIED DEBRIS OF A BUILDING DEMOLISHED IN THE NINTH YEAR OF AKHENATEN'S REIGN TO MAKE ROOM FOR A PARADE GROUND.

NEW "FINDS" AT TELL EL-AMARNA: RELICS OF AKHENATEN'S PALACE.

PHOTOGRAPHS BY THE EGYPT EXPLORATION SOCIETY'S EXPEDITION. (SEE ARTICLE OPPOSITE.)



FIG. 4. WALL DECORATION FROM A CHAMBER POSSIBLY THE CORONATION HALL OF SMENKHKARA (CO-REGNANT WITH AKHENATEN): A FAIENCE PLAQUE WITH A DESIGN OF DAISIES.



FIG. 6. PERHAPS A TOY FROM THE ROYAL NURSERIES OR SOME DECORATION FROM THE POOL IN THE HAREM GARDEN: A GOLD PLATE IN THE FORM OF A FISH FOUND CLOSE BY.



FIG. 8. A FRAGMENT OF SCULPTURE FROM AKHENATEN'S CAPITAL (DISMANTLED SOON AFTER HIS DEATH): A ROYAL HEAD BUT UNLIKE OTHER REPRESENTATIONS OF HIM OR HIS SUCCESSORS.

In his article on the opposite page, to which the above illustrations relate, Mr. Pendlebury describes the latest results of the excavations under his direction at Tell el-Amarna, one of the most interesting archaeological sites in Egypt. Many of our readers will doubtless take advantage of the fact, which he mentions at the end, that the "finds" from last season's work there, allotted to the Egypt Exploration Society, are on view until October 12 at 2, Hinde Street, Manchester Square, London, W.1. The object of this exhibition is to aid in the continuance of the Society's work during the coming winter, the success of which depends on the funds at its disposal. Tell el-Amarna, of course, is the site of that great



FIG. 5. THE ACTUAL REMAINS OF THE HAREM GARDEN COURT SHOWN IN FIG. 1 OPPOSITE: PART OF THE PALACE SITE AT TELL EL-AMARNA, WITH POSITIONS OF TREES AND FLOWER-BEDS.



FIG. 7. A SIGN OF SLOVENLY HASTE IN THE BUILDING OF AKHENATEN'S NEW CITY: A WORKMAN'S SKETCH OF A HOUSE-PLAN MADE ON DAMP PAVEMENT PLASTER AND NEVER REMOVED.



FIG. 9. "SPIRITED HEADS OF HORSES STRAINING AGAINST THE HALTERS, FOR BITS WERE UNKNOWN": ONE OF MANY SCULPTURE FRAGMENTS FROM THE DEMOLISHED BUILDING CALLED "SHINING OF THE ATEN."

"mushroom" city which Akhenaten, the Heretic Pharaoh, built in the fourteenth century B.C. to replace Thebes as the capital of Egypt, and to form the centre of the new sun-worship established by him to supersede the ancient religion of Amen. After his death, his new city (named Akhetaten) was destroyed when Egypt reverted to the former faith, and, as Mr. Pendlebury points out, the work of destruction was carried out with a thoroughness designed to leave no trace of Akhenaten or his works. The site is also famous for the discovery of the "Amarna Letters." Further tablets of similar type were found during the 1933-4 season, as recorded by Mr. Pendlebury in our issue of September 15, 1934:

Notes for the Novel-Reader: Fiction of the Month.

"THE INQUISITOR" is a masterly blend of rich material; supernatural visitations, human foibles and frailties, the tender story of lovers, and Mr. Walpole's intent observation of the problem of evil. It is a Polchester novel in which a few old friends survive, and the turbulent spirit of the riverside slums shows little change since Harmer John's day. Stephen Furze, the money-lender, was the very personification of wickedness. The mischief he brewed was widespread. The cathedral, you



AN EXHIBIT OF UNUSUAL INTEREST IN THE ANTIQUE DEALERS' FAIR: A GOLD CUP GIVEN BY QUEEN ANNE FOR A HORSE RACE IN YORKSHIRE IN 1714.

The gold cup illustrated here is inscribed with Queen Anne's arms and bears a legend: "This gold cup run for by 5 years old Mares at Hambleton in Yorkshire Munday the 26. July, 1714." (Reproduction by Courtesy of Messrs. S. J. Phillips.)

will remember, stands high above the city. The ghostly Inquisitor, therefore, whom psychic persons saw as a dark shade in the porch, looked out, and looked down. He appeared to be waiting, watching. . . . Polchester society was preparing a pageant that summer; which sounds harmless enough, but was actually provocative of strange and sinister occasions. Furze, who had driven some of his victims to desperation, was missing before the pageant began, and suspicions were rife and poisonous because many people had good reason to wish him dead. The action in "The Inquisitor" gathers pace as the conflict between good and evil is developed, and it sweeps to a tremendous climax.

There are passages in Elizabeth Bowen's "The House in Paris" that might have been written by Henry James: they have his subtlety, omitting his elliptical mannerisms. Here again, as in Mr. Walpole's book, malignance emanates from one of the characters. Mme. Fisher's jealousy triumphed over her infirmity; she used the latter, in fact, from her sick-bed, as a weapon. Compared with her, Naomi, her daughter, true and sensitive in fibre, was a straw blowing in the wind. Naomi is seen at first, through the eyes of a small girl, as the dull person who met her in Paris and harboured her between trains for a long day in her mother's dull house. The studies of Henrietta and Leopold, the small boy who was also a bird of passage, are so remarkable that Miss Bowen prudently withdraws them when the passionate history of the principals comes to be told. It is for the intelligent mind to understand the inwardness of this tragic story. The pattern of it is original; and very clever.

If Thomas Wolfe had had Miss Bowen's confidence in the readers, "Of Time and the River" might have been half its length without losing its intrinsic greatness. As it is, it runs in a spate of adjectives to over nine hundred closely printed pages. We are shown the world rolling tumultuously before the eyes of young Eugene Gant, the youth with an insatiable appetite for freedom, knowledge, and undefined experience. He devoured, if it was impossible for him to assimilate, the entire Harvard library in a couple of years. That Gene was wandering in a spiritual desert is simply because spiritual values lay outside his field of vision. The scenes that he absorbed, in Europe and America, the trains that hurled him through the night, the human contacts that exacerbated or instructed him, are poured into his pilgrimage of youth with a dynamic insistence and prodigality. The torrent of them is nothing less than the vast, amorphous life-stream of America.

"The Man Who Had Everything," by Louis Bromfield, presents an American of another type. Ambition, restlessness, the passion for success, were inherent in Tom Ashford, but they had led him into a blind alley. He

was on the edge of breakdown; he was tired to death of his wife, of his mistress, of New York, of the vapidly of being a celebrated playwright who spun his riches out of his head. Since there was nothing to go forward for, he went back. When he was over in the war he had loved a French girl, and they had shared their happiness in a country house in France. He crossed to Europe to try to recapture it, forgetting that a man carries his unchanged spirit with him. How, after all, Tom Ashford was changed, is the romantic substance of the story, which has the air of being a fable for feverish New Yorkers. But though his cure was in the nature of a miracle, the book has a poise so distinguished, and characters so brilliantly delineated, that Mr. Bromfield persuades us the man who had everything had something to live for after all.

The tolerant philosophy of a grey-bearded chief engineer lies at the heart of William McFee's "The Beachcomber." It is a splendid, generous, and witty novel. Sidney Nevile, young ship captain, whose adventures are related by the philosophic "Chief," was an amorist with an engaging personality and a profile like the intaglio of a Greek god. He was irresistible to women, and most of them were irresistible to him. There was no vice in young Nevile, only a well-spring of lively affection bubbling in his bosom. The chief engineer remarked that he hardened a little, progressing from the age of chivalry to the twentieth century; but in the pitiful affair with Athalie, the chorus girl who was pious and good as gold, it was Fate who played them both a deadly trick. Mr. McFee has the reputation of being a novelist for men, but "The Beachcomber" will appeal to everyone who delights in liberal humour and a robust seafaring outlook.

Mary Johnson's "Drury Randall" is one of her Old Virginian novels. The hero is an idealist. No clamour could move Drury Randall from his pacifist conviction in the war of secession. He stood firm, though his living and prestige went down in the blast. He had been steeled to adversity when he experienced the extremity of grief in his earlier manhood. His wife and children had been lost in shipwreck. The description of the storm and the

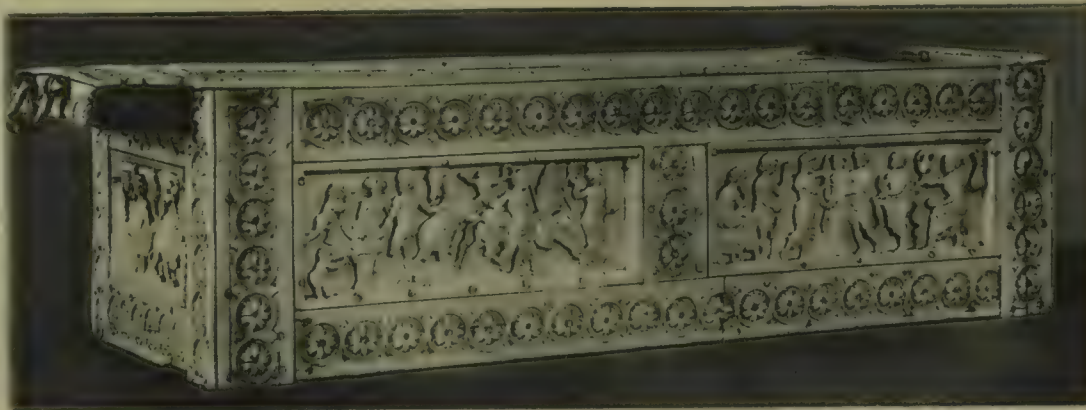
treatment of O Kaya San's devotion. Her last effort to hold her lover, with the shrill warning call of the steamer's siren in their ears, is inexpressibly touching. For that matter, it is not possible to express the charm of "The Wooden Pillow," where grief and comedy walk hand-in-hand. It is enough to say that, once read, it is a book to keep.

"The Lion Beat the Unicorn" is a disappointment. Miss Norah James's commonplace people in "Straphangers" were not commonplace in the artistic sense. The plot of "The Lion Beat the Unicorn" is mechanical, and the general effect is one of immaturity. The son who repeats his father's experience of ambitious dreams and disillusioning failure is no new figure in fiction; but the idea was worth working out with greater care than has been expended on it. There should be no silly slips in a book aiming at convincing realism. Here are two that leap to the eye. Why did a book-shop in Victoria Street have two early closing days in the week? No wonder it failed. How did the family-party get (by a Sunday train, too!) from Somerset to Victoria Street in two and a half hours? Miss James must give us a better book next time.

It is electrifying to come upon a detective story that winds up without either the capture or the suicide of the murderer. The new departure in "Picture Him Dead!", by Frank A. Clement, is very refreshing. And that is only a part of its attraction. The sub-title indicates the line Mr. Clement has selected for his mystery. "Picture Him Dead!" is the "portrait of a gentleman who was murdered." The point he has made for is not the discovery of the criminal, but the discovery of the gentleman. His end—found drowned in the basin of the fountain in the Temple—was spectacular. His private life was not as private as it looked; Mr. Knutley was pretty well known in society, where he pursued a curious and complicated purpose. The purpose itself came to light slowly, and the general public were not admitted to its revelation. Mr. Knutley was a well-known K.C. The close corporation of the Bar can keep its own secrets, but there was more in the affair than even the profession knew. A special note should be made of "Picture Him Dead!" It is no ordinary thriller.

Mrs. Eberhart's mystery stories are very well known and always welcome on both sides of the Atlantic. She specialises in staircases, and two staircases are dramatically employed in "The House on the Roof." The crime was committed in a strange little house superimposed on a Chicago apartment building, and reverberations from it sent shivers down the spines of the flat-dwellers below, all the way from the top storey to the basement.

"The Moor Barn Mystery," by H. Lawrence Phillips, trots out the familiar hacks, the young baronet, the village drunkard, and so forth. It is passable melodrama, but a mediocre detective story.



THE TREASURE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: THE VEROLI IVORY CASKET. This magnificent ivory casket was, until 1861, in the cathedral of Veroli, near Rome. It was purchased by the Museum in 1865 from a dealer. It was probably made at Constantinople in the ninth or tenth century. It is decorated with subjects drawn from classical mythology. (Reproduction by Courtesy of the Victoria and Albert Museum. Crown Copyright reserved.)

calamity is written with a moving restraint. The advance of the Northern armies, as the Southern women saw and suffered it, is an old story that Miss Johnson retells as vividly as if it had happened yesterday. The grace of her writing comes through very beautifully in "Drury Randall."

The book in which Humphrey Cobb dredges the depths of horror is called, ironically, "Paths of Glory." It is undoubtedly an impressive addition to the books of the Great War. That people will enjoy reading it depends on the meaning they attach to the word "enjoyment." Briefly, it relates the fate of certain French soldiers who were ordered to achieve an impossible advance, and when it failed were chosen by lot from their respective companies to expiate what the General regarded as the cowardice of the regiment. There you have the framework of "Paths of Glory," a work of realism that withholds nothing from the spectacle of human agony.

"The Wooden Pillow," by Carl Fallas, is a modern story in so far as the intrusion of the foreigner goes in Japan. Mr. Fallas, however, gathers in the customs and legends that have survived the impact of Western civilisation. The dry humour of his style is curiously well adapted to an adventure upon the vanishing, enchanted ground where Grier and O Kaya San met and loved. Grier's attachment does not vary from the Pinkerton theme, but "The Wooden Pillow" has a rare quality, particularly in

BOOKS REVIEWED.

- The Inquisitor. By Hugh Walpole. (Macmillan; 8s. 6d.)
 The House in Paris. By Elizabeth Bowen. (Gollancz; 7s. 6d.)
 Of Time and the River. By Thomas Wolfe. (Heinemann; 20s. 6d.)
 The Man Who Had Everything. By Louis Bromfield. (Cassell; 6s.)
 The Beachcomber. By William McFee. (Faber and Faber; 8s. 6d.)
 Drury Randall. By Mary Johnson. (Thornton Butterworth; 7s. 6d.)
 Paths of Glory. By Humphrey Cobb. (Heinemann; 7s. 6d.)
 The Wooden Pillow. By Carl Fallas. (Heinemann; 7s. 6d.)
 The Lion Beat the Unicorn. By Norah C. James. (Duckworth; 7s. 6d.)
 Picture Him Dead! By Frank A. Clement. (Longmans; 7s. 6d.)
 The House on the Roof. By M. G. Eberhart. (Collins; 7s. 6d.)
 The Moor Barn Mystery. By H. Lawrence Phillips. (Thornton Butterworth; 7s. 6d.)

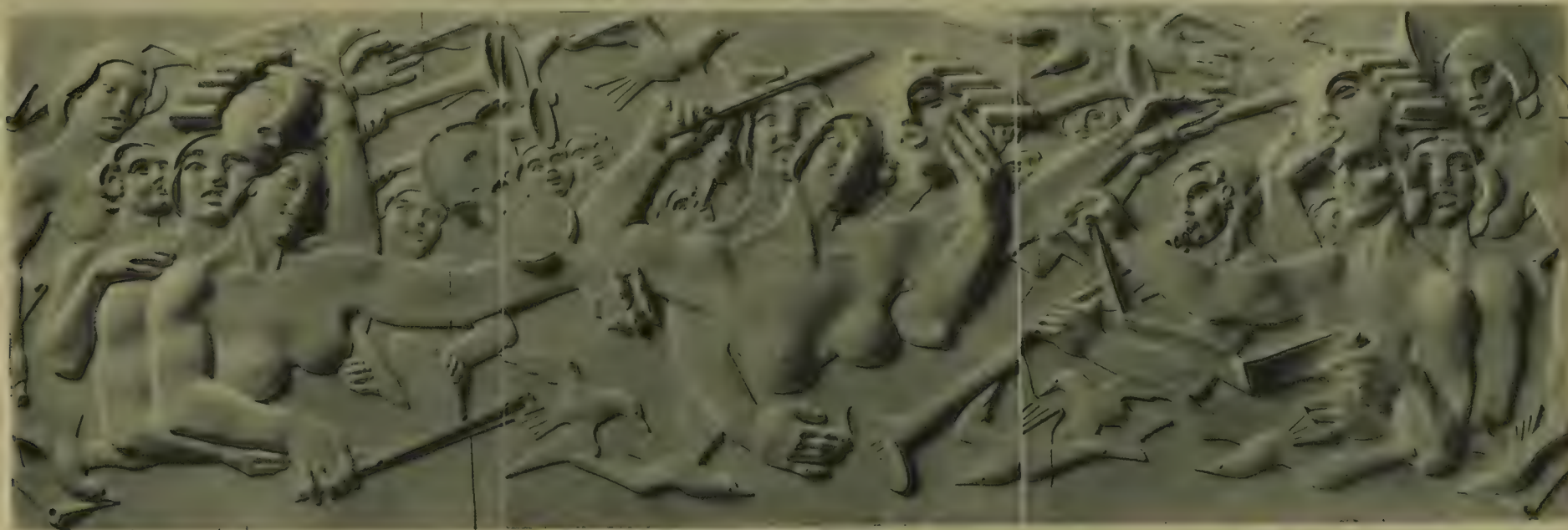


ABYSSINIAN SILVER THAT COMMEMORATES A BRITISH FEAT OF ARMS: ONE OF THE CUPS MADE FOR THE ROYAL ENGINEERS FROM METAL CAPTURED AT MAGDALA IN THE EXPEDITION OF 1868.

We reproduced in our issue of August 10 some of the engravings that were originally published in this paper to illustrate Sir Robert Napier's Abyssinian campaign of 1868. After the successful storming of Magdala by Sir Robert, a cup was made for the Royal Engineers' Mess from captured silver; and each of the officers received a replica of this cup.

A CELESTIAL ORCHESTRA FOR THE "QUEEN MARY": MR. LAMBERT'S BAS-RELIEF.

PHOTOGRAPHS TAKEN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY WILLIAM DAVIS.



THE CENTRAL PIECE OF MR. MAURICE LAMBERT'S DESIGN FOR THE MAIN LOUNGE OF THE "QUEEN MARY": A CELESTIAL ORCHESTRA IN BAS-RELIEF; WITH FLOATING FIGURES REPRESENTING MUSICIANS AND SINGERS.



ONE OF THE FOUR SIDE PANELS WHICH CARRY THE CHARACTER OF THE BASIC THEME ALL ROUND THE MAIN LOUNGE: A WORK TO CONVEY THE SUGGESTION OF FLOATING SOUND AND MOVEMENT.



ANOTHER OF THE FOUR SIDE PANELS—TO GO AFT ON THE PORT SIDE: FIGURES IN THE CELESTIAL ORCHESTRA, NOW BEING CAST IN BRONZE.



THE SCULPTOR AT WORK ON THE FORWARD PANEL OF THE STARBOARD SIDE: CYMBALS AND DRUMS IN THE CELESTIAL ORCHESTRA.

AMONG the artists whose work will decorate the Cunard-White Star liner "Queen Mary" is the distinguished sculptor, Mr. Maurice Lambert. His composition, a long bas-relief, will form the central decorative feature of the main lounge, placed at a height of eighteen feet over the proscenium opening of the theatre; while four smaller reliefs, treated in the same manner, will be placed over the double doors to port and starboard at each end, so serving to carry the character of the basic theme from the theatre, its focal point, all round the lounge. The theme is a celestial orchestra. The composition is crowded with floating figures representing musicians and singers, and the ancient symbol of the dramatic mask is used as a kind of punctuation of the three main masses. The central piece measures 14 ft. 7 in. by 4 ft. 9 in. It is now being cast in bronze at Thames Ditton, and, when in place, will appear without the background shown in our photographs. The bronze is to be chased, burnished, gold-leafed, and lacquered *in situ*. A high key of gold will be used, to tell against the polished wood of the proscenium surround, which will show through the openings of the design when the relief is fixed there. An effect of extreme brilliance has been sought, both in the linear arrangement, which has a severely mathematical basis, and in the arrangement of the planes to catch the light on the burnished gold. The lighting will be chiefly from below, from two large urn-lights.



A PAGE FOR COLLECTORS. THE ELLIS SILVER SPOONS—EXHIBITION AND SALE.

By FRANK DAVIS.

worked in Newcastle; where silver is mined one usually finds a silversmith, as at Barnstaple, whose silver supply came from the mines at Combe Martin. Finally, a whole group showing so marked a characteristic as the absence of a nimbus must surely belong to one place, and can hardly be mixed up with other known and well-defined series from other parts of the country. So far, so good.

What is missing is corroborative evidence, documentary or otherwise. It is the sort of problem which I think

informative article in *The Times*, à propos the discovery of a new silver lode at Coombe Martin. Mr. Ellis identified the maker of the terminal figure spoon (Fig. 2, centre) as John Quicke of Barnstaple, and Fig. 2, left, is presumably by the same rather shadowy person. It has been impossible to find Mr. Ellis's authority for his ascription, but he comes to life—if it is indeed the same man—in the following record taken from the town archives: "John Quicke of Branton in the county of Devon sold unto George Stephen of Broadworth Kelby one blacke nagge slitt in the neare eare, price £3 5s." A more famous goldsmith is mentioned in the note which accompanies lot 225, a Maidenhead spoon of about 1550, with the maker's mark N. H. or H. N., a spoon which the late owner ascribed to Northampton. The present catalogue suggests that it was made by Nicholas Hilliard, who painted the miniature in the Armada jewel recently bought for the nation, and may have been responsible for the setting. A fair case is made out for this somewhat bold ascription—a self-portrait in the collection of the Duke of Buccleuch, for example, is signed N. H.—but I personally feel we need more evidence before this engaging theory can be accepted with confidence. I must point out that this spoon is classed in a group which is labelled "Unclassified group with some tentative ascriptions." Quite frankly, as spoons go, it does not seem in any way remarkable.

The Norwich problem is treated at considerable length, with most interesting quotations from an article by Mr. Ellis (first published in 1908), the gist of which is that there were numerous alien silversmiths in Norwich, mostly Dutch, and that they were given a mark of their own (the rose and crown), as distinct from the castle and lion. "In these circumstances two guilds or incorporated bodies of silversmiths—the one a purely Norwich body of native freemen, entitled to use the mark of the City Arms, and the other a body of strangers with the distinguishing mark of the rose and crown—may well have co-existed in Norwich side by side in the reigns of Elizabeth and James I., till at length, in course of time; the naturalisation and fusion of the foreigners into the native guild brought about the union of the two bodies and the joinder of their two marks, the castle and lion and the rose and crown, as [the official hall-mark thenceforth of the City of Norwich."

This catalogue, with its useful appendices, more than 200 illustrations, and intelligent arrangement, is well worth the price of 10s. 6d. I may, I hope, be allowed to point out that a good book deserves a better cover—boards are necessary to support the weight of over 200 pages.



1. FIVE SILVER APOSTLE SPOONS FROM THE FAMOUS ELLIS COLLECTION, WHICH IS TO BE SOLD AT SOTHEBY'S IN NOVEMBER: SEVENTEENTH-CENTURY EXAMPLES (POSSIBLY MADE AT ABERYSTWYTH) IN WHICH NONE OF THE SAINTS HAS A NIMBUS, EXCEPT ST. PHILIP (CENTRE).

Reproductions by Courtesy of Messrs. Sotheby and Co.

I imagine that in matters of detail some of the conclusions—or, rather, suggestions—made in the short prefaces to each section will be modified in course of time, though I have not yet had a talk with anyone who can lay his finger upon a single point which is open to serious argument. In one case it is possible to say that the author's theory is not proven; it is a likely and an engaging theory, but an important link is so far missing. (I should add that he is careful to point out what are the conclusions he considers beyond dispute, and what are tentative.)

He suggests that a group of spoons marked A. B. and a castle belong to Aberystwyth. These, which show the apostles without a nimbus (Fig. 1), with the exception of St. Philip (whose nimbus is so small as to be almost a pork-pie hat), have been in the past ascribed to Aberdeen, and also to Newcastle. We are now presented with the ingenious and quite possible theory that they belong to this little Welsh town, which was a place of considerable importance in the seventeenth century. The argument is as follows: silver was mined in the

many amateur archaeologists will enjoy investigating, and I invite readers of this page who are residents near Aberystwyth, or who are in any way familiar with the district, to join in the good work. For example, is there in any church in the neighbourhood a series of carvings showing the apostles without haloes? The silversmith, whoever he was, obtained his design from somewhere; it is not very likely he would have conceived this extraordinary notion in his own head. Find any sort of art form within twenty miles of the town in which this characteristic formula is used, and Commander How's case is proved: on the other hand, produce similar types from an area in another part of the country, and we shall have to start all over again.

I have noticed this A. B. and castle theory at some length because it gives quite a fair indication of the work that still remains to be done before the history of the silversmith's craft in England can be considered complete, and also because it shows what good fun is to be obtained in running the quarry to earth. But let the author speak for himself on this last point: "After many months spent in studying and photographing these and other provincial marks, I feel in entire sympathy with the late Mr. Ellis, who wrote in the margin of his personal copy of Jackson, on page 207, where a mark is shown on line 10 as that of Robert Rew, and an almost identical mark on line 22 is attributed to Richard Rugg—

"Said Robert Rew to Richard Rugg, 'R.R.'s my mark,' but with a shrug Said Richard Rugg to Robert Rew, 'I'm R.R. just as much as you'; So neither yielded; both held out, And left the question still in doubt."

Information about the goldsmiths of two towns is given in considerable detail. These are Barnstaple and Norwich. The former place, which was of considerable importance in the Elizabethan period, was the subject of a recent



2. THREE SILVER SPOONS WITH TERMINAL FIGURES, FROM THE ELLIS COLLECTION: (L. TO R.) A LATE SIXTEENTH-CENTURY SPOON, PROBABLY MADE IN BARNSTAPLE; A REMARKABLE SILVER-GILT SPOON WITH ENGRAVED BOWL, PROBABLY MADE BY JOHN QUICKE, OF BARNSTAPLE, ABOUT 1590; AND A MASSIVE SEVENTEENTH-CENTURY SILVER-GILT SPOON.

neighbourhood during the sixteenth and seventeenth centuries, and Charles I. established a Mint there; the town seal consists of a small, single-towered castle; no maker whose initials are A. B. is recorded so far as having



3. OLD SILVER SPOONS MADE AT NORWICH, FROM THE ELLIS COLLECTION: (L. TO R.) A SPOON WITH AN UNUSUAL BALUSTER TOP, TENTATIVELY ASCRIBED TO A FRENCH SILVERSMITH, AND DATING PROBABLY FROM 1579; A SPOON PERHAPS DATING FROM 1586-7; AND THE ONLY "LION SEJANT" SPOON WHICH CAN BE DEFINITELY ASCRIBED TO NORWICH.

The spoon on the left bears the maker's mark, "AP" over three pigs; and the late Mr. Ellis suggested that this was the mark of Augustin Porcher, a French refugee who changed his name to the English equivalent of Stywarde. The device of the pigs would then be most apt. The name Augustin Stywarde occurs in the Norwich Corporation records in 1550.

ANOTHER JUBILEE

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NOTES FROM A TRAVELLER'S LOG-BOOK.

By EDWARD E. LONG, C.B.E., F.R.G.S.

BIARRITZ—IN BASQUE LAND.

FOR magnificent scenery of rock and cliff, Biarritz is hard to beat. Jutting out into the Atlantic between its fine bathing beach—the Grande Plage—and the beautiful Côte des Basques is a noble headland, crowned with high cliffs, fantastically indented, with narrow ledges of rock thrust far out into the sea, tiny islets strung together by a narrow causeway, and island masses of jagged rocks, against and over which the great rollers of the Atlantic dash in a cloud of foam. On one promontory a mediæval fort adds to the picturesqueness of the scene; others enclose a tiny harbour where shelter brown-sailed fishing-craft; and high above all runs a splendid promenade, from which there is a perfect panoramic view—of the tall cliffs and the rocks at their base, and seawards, and of the golden-fringed expanse of the Côte des Basques and its long white line of breakers; whilst landwards rise the lower hills and more distant heights of the Pyrenees—to complete the beauty of the picture.

Biarritz is fortunate in possessing a season which can be termed all-the-year-round. Its autumn is sufficiently mild to permit of bathing—from the protected beach of Port Vieux—in October and November, and its winter climate is so equable and so bracing that it is then highly in favour with visitors from this country. It has, too, the great advantage of being a residential town with an attractive lay-out. Its shops are very smart and its boulevards extremely inviting, and it possesses all the amenities desirable for a fashionable watering-place in winter. Its hotels, many of them situated on the Grande Plage, or overlooking it, have a well-deserved fame, and they range from some of the largest and most luxurious in France to those of modest price and dimensions. The municipal Casino, a fine, large building with theatre and concert-hall, where there are plays, concerts, and dances, and with spacious gambling-rooms, is open throughout the winter; and in the matter of facilities for sport, Biarritz is well to the fore.

A couple of miles distant from the town to the north, by the Lake

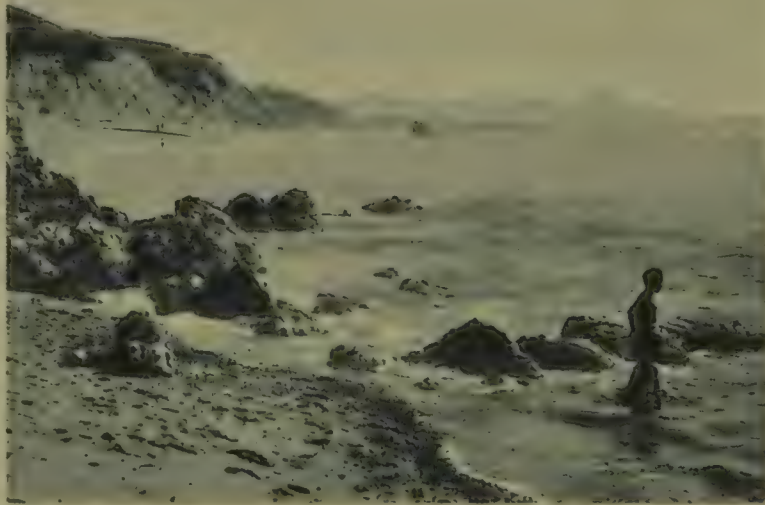
of Chiberta, is the famous Chiberta golf-course, one of the most picturesque in France. It lies among pines and sand-dunes, has a length of 6300 yards, has holes extremely varied in length and character, and the greens and fairway are good; whilst the sandy nature of the soil enables the course to dry off quickly and thus makes it an ideal one for winter play. Another course—that of the Biarritz Golf Club—is nearer the town, in delightful surroundings and with a very convenient club-house; and it, too, has a sandy soil and several holes that are very exciting.

Biarritz is noted for the variety and charm of its walks.



THE LOVELY LITTLE LAKE OF CHIBERTA, WHICH THE FAMOUS CHIBERTA GOLF CLUB OVERLOOKS: AN ATTRACTIVE SPOT TWO MILES FROM BIARRITZ.

Photograph by E. Mathieu.



THE GOLD-FRINGED EXPANSE OF THE CÔTE DES BASQUES, A LITTLE WAY FROM BIARRITZ: A BEACH NOTABLE FOR THE SPLENDID BATHING THAT CAN BE HAD THERE.

Photograph by Emile Vignes.

Fine views are to be had from those in the direction of Bayonne, by the lighthouse, Chambre d'Amour (an attractive corner of the pretty little town of Anglet), and the Lake of Chiberta, or towards St. Jean de Luz, high up on the cliffs, and which affords a view of Les Trois Couronnes and of the peak of La Rhune at the back of St. Jean de Luz; and as a centre for excursions, Biarritz has a remarkable situation, standing as it does on the threshold of the beautiful Basque country of France and Spain, near the great forest of the Landes that extends from just by Bayonne to Bordeaux, and at the western end of the famous Route des Pyrénées, which links the Atlantic with the Mediterranean.

The roads about Biarritz, and those leading on into Spain, are so good that motoring over them is a sheer delight, and the trips one can make are so many and so good that for the motorist the place is ideal. To mention a few, one can go to La Rhune, through La Nègresse, Arcangues, by the woods of Ustaritz and St. Pée, and back by the Valley of the Nivelle; to Mauléon, traversing the three ancient Basque provinces of France—Labourd, Basse-Navarre, and Soule; to San Sebastian, queen of Spanish watering-places; and to the splendid monastery of Loyola, in the Spanish Basque province of Guipuzcoa.

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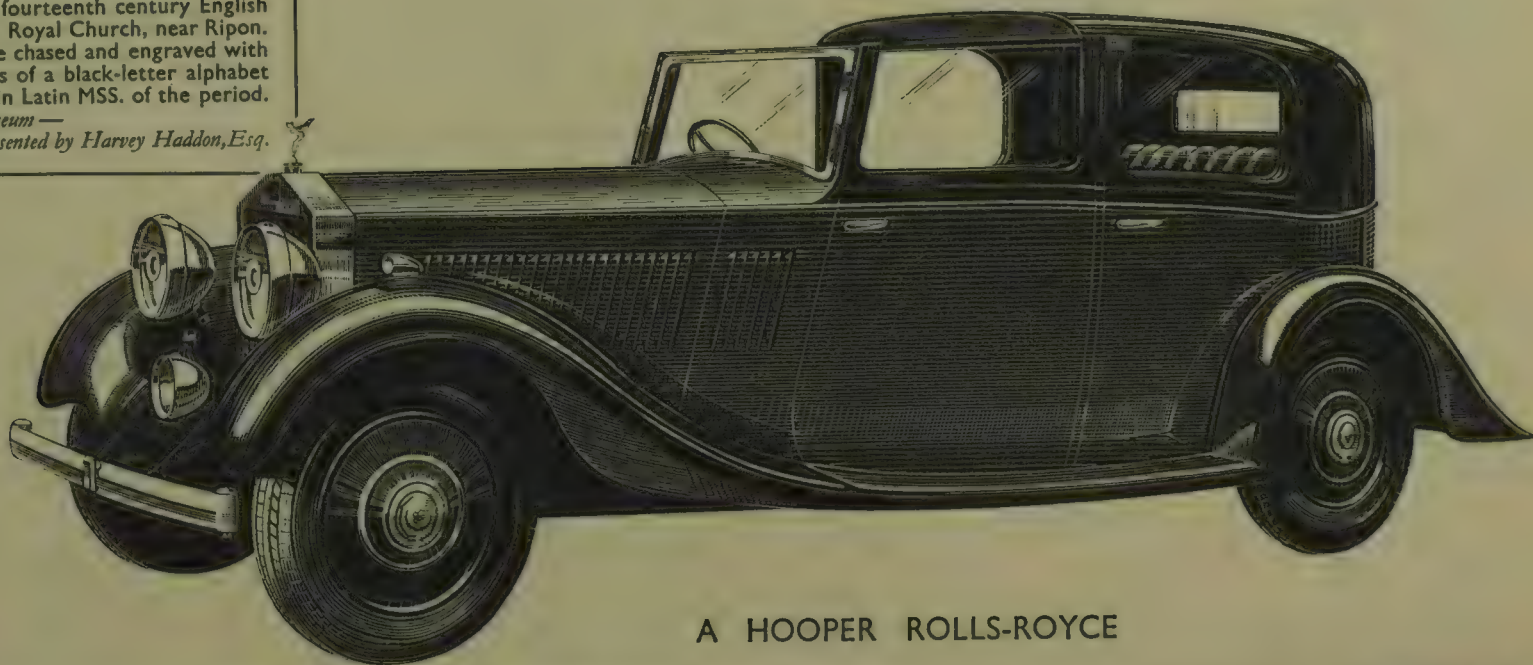


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Of Interest to Women.



Diversity of sleeves and neck-lines adds charm to the evening fashions. It is to Debenham and Freebody that the credit of the dinner frocks pictured on this page must be given. The simple frock on the extreme left is of crease-resisting black velvet. The sleeves are tight-fitting and there is a yoke composed of beads in off-white shades. The train, though long enough to be graceful, never hampers the movements of the wearer. An artistic study in graceful lines is seen on the right; the colour is a happy combination of the loveliest shades in loganberries and mulberries. A fact that cannot be too widely disseminated is that this firm specialise in evening dresses for 12½ guineas, and ensembles for 18½ guineas.

Grecian draperies (interpreted in a variety of ways) are introduced in the more elaborate evening dresses. The hood likewise has its rôle to play. The train is looked on with favour, and so are embroideries set with simuli gems, and reminiscent of the Renaissance period. Women with pretty feet will welcome the new evening trousered suit, which clears the ground in front and reveals the feet and ankles. The back has a skirt with a train. The neckline is low and the sleeves are of the angel character. It never looks more charming than when carried out in black velvet. Dresses of lamé are frequently accompanied by short, "waisted" coatees that, many decades ago, were known by the name of "jackets" and were trimmed with fur.

Autumn fashions are noteworthy either on account of their simplicity or their elaboration. Doubtless the former will have the more prosperous career. The house-frock that may also appropriately be worn under a wrap-coat has come into its own, while a toll is levied on velvet, marocain, and a variety of kindred materials. Debenham and Freebody, Wigmore Street, are making a feature of the former for ninety-eight shillings and sixpence. For the rather older woman, there is a model in a new black crêpe for seven and a half guineas. The sleeve turns the elbow and is arranged with a modish pouch. The high vest with neat, turn-over collar is flanked with double revers.

As there is a decided vogue for dresses enriched with fringe, Debenham and Freebody have contributed to this page the model on the left of the group on the right. The fabricating medium is black wool, while lovely shades of red and green are present in the belt. Incredible as it may seem, nevertheless this frock is available for seven and a half guineas. Next to it is a model in a soft new material for six and a half guineas. An important feature is the becoming manner in which the upper part of the corsage is draped. The sunflower ornament introduces a telling touch of colour. The full sleeves merge into long, tight-fitting cuffs; sometimes the latter are narrow and the upper part of the sleeve fuller.



Turn over a new
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FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

THE COMING OF THE FIXED TRUST.

BEING myself interested, as chairman of a company that promotes and manages Fixed Trusts, I may fairly be accused of being actuated by personal bias when I call attention to the benefits conferred on investors, and on the stock markets, and on the social structure of our country, by the development of this new wheel in our financial machinery. Having frankly admitted this, and so cautioned readers, I can go on to assert my belief that the advent of the Fixed Trust is the most wholesome and satisfactory event that has happened, from the point of view of sound investment, since the war introduced the Savings Certificate.

In an earlier article I traced the process by which the old-fashioned investment creed had been shattered, which taught that fixed-interest securities were the only safe home for the funds of prudent savers, and that ordinary shares were necessarily speculative. When it was found, from the experiences of the war and the after-war period, that the very best fixed-interest stocks, such as British Consols, were capable of being cut in half in market value, and also of providing their holders with a money income that was cut in half in purchasing power by the rise in the cost of living, two dangerous tendencies emerged as the result of this disillusioning process.

One was the belief that saving was a mistake; the other, encouraged by investigations that had shown the advantages of ordinary shares as investments,

Investment Trusts of this kind—"Management" Trusts, as they are now commonly called, owing to the wide powers given to the managers—were transplanted to the United States at the time of the great boom on the Wall Street market, and their management there did not create a good impression. It was, in fact, accused of being one of the causes of the extravagance of the boom and of the violence of the collapse that concluded it. As a reaction against them, Fixed Trusts were invented in America. The essential point about them was the fact that all

certificates in the hands of a public that is more suspicious than usual of the City and its devices?

In America, as we have seen, they were started because of the general mistrust of the "Management" Trusts. Here, there was no such mistrust, for the management of the British, and especially of the Scottish, Investment Trusts had been in almost all cases entirely successful, as far as prudence and care in the choice of securities could make them so. They had certainly suffered badly in the slump of, and after, 1929; but that was owing to a defect in their capital construction, which was too "highly-g geared"—the ordinary or deferred stock had too much debenture and preference stocks, and probably bank overdraft ranking ahead of it; with the result that any diminution in net revenue hit the ordinary shareholders with the force of a hurricane. And at that time diminution in net revenue was almost universal. What brought the Fixed Trusts into immediate favour here was not the fact that their holdings were fixed; for this provision, with its obvious drawbacks if too rigidly enforced, was very soon modified by the British spirit of compromise, which gave the managers powers to vary if circumstances arose which made variation desirable. What made them popular was the chance that they gave to investors of all degrees of wealth to obtain, by placing small or large amounts in the certificates offered, a diversified holding in a variety of securities.

Diversification had been shown to be the only course for investors to follow, if they ventured beyond the somewhat discredited "gilt-edged" pale into the flowery, but also weed-choked, field of ordinary shares. Diversification was provided by the old Investment Trusts, but their stocks could only be dealt in with difficulty, and were generally more or less a "one-way" market. What was even worse about them was the high premium at which most of the best stocks stood, making it impossible for anybody but fairly wealthy investors to consider a purchase of them.

In the case of the Fixed Trusts, there are no difficulties of this kind. Instead of issuing capital on their own account, they buy a stated selection of securities which they call a "unit," and split it up into "sub-units" for supply to the public, as the public asks for them. The stocks and shares contained in the units, and therefore in the sub-units, are constantly named in the advertisements and circulars published by the small private companies that promote the Fixed Trusts, so that the public knows exactly what it is buying. Since ready purchase to meet the public demand and ready sale when holders want to realise, is part of the essence of the system, the securities chosen have to be those in which there is a free market, that is, those of large and important companies. The prices charged for sub-units are based on the current market prices of the day, and are published regularly in the Press. These prices include a service charge to cover the expenses of management and of trusteeship.

This appearance of a trustee is one of the novel features of the Fixed Trust system, and has done much to win the confidence of the public for it. The securities bought are handed over to the custody of the trustee, which is, in almost all cases, one of the great banks or insurance com-

panies. The trustee holds the securities, issues the certificates to the sub-unit holders, collects the dividends paid on the securities, and every half-year distributes to the sub-unit holders the proportion of income due. Such are the principal advantages of the Fixed Trust.



THE ELECTION OF THE NEXT LORD MAYOR OF LONDON: BEADLES OF VARIOUS CITY COMPANIES AWAITING THE ARRIVAL OF LIVERYMEN AT GUILDHALL.

discretion was taken away from the managers, when once the Trust had been created. The managers chose the securities to be held, but they had to be held as long as the Trust existed, except that in some cases power was given to the managers to sell them if they ceased to pay dividends, by which time they were, incidentally, pretty certain to be sold at a considerable loss. Owing to the slump in security prices, and in the earnings of American industry, that came so hard on the heels of the Fixed Trusts as they made



THE NEW SHERIFFS OF THE CITY OF LONDON ADMITTED TO OFFICE: LIEUT.-COL. AND ALDERMAN J. D. LAURIE AND COL. W. J. WALDRON IN GUILDHALL—THE FORMER SIGNING THE ROLL; THE LATTER STANDING BY HIS SIDE.

was an idea that any ordinary share was good enough to choose as the home for all that one could save. In so far as the first of these beliefs prevailed, it would evidently have the effect of drying up the stream of national capital, the maintenance of which is necessary to economic progress. As to the second, it could only lead to disaster, because all the investigations that had proved the benefits of ordinary shares had also shown they could only be regarded as a safe channel for investment when most carefully selected and widely diversified by distribution of risk through the holding of a large number of them. As if specially created to combat these evil tendencies, the Fixed Trust appeared, wafted to these shores by a side-wind from America, where it had come into being for reasons which were quite inappropriate on this side of the water. Investment Trust companies had been developed here in the last quarter of the nineteenth century, and after going through a bad series of infant ailments in the early 'nineties, had gone steadily forward on a career of successful prosperity, that was hardly affected by the war, and continued until the collapse of 1929 inflicted a check on it from which the companies are now beginning to recover.

In them, the public invests in the securities, debenture, preference, and ordinary or deferred stocks of the Investment Trusts, and the money subscribed is invested by the directors and managers, in such securities as they may choose, with complete freedom to dispose of them and replace them as they think fit. Many of them do not even think it necessary to give a list of the securities held when they publish their annual balance-sheets.



THE ELECTION OF THE NEXT LORD MAYOR OF LONDON: SIR PERCY VINCENT, WHO WILL TAKE OFFICE ON NOVEMBER 9 (RIGHT CENTRE), WITH SIR STEPHEN KILLIK, G.B.E., K.C.V.O., THE LORD MAYOR, AFTER THE CEREMONY IN GUILDHALL.

On Saturday, September 28, Sir Percy Vincent, Alderman and Gold and Silver Wyre Drawer, was chosen as the next Lord Mayor of London by the Liverymen of the Guilds gathered in "a great congregation" in Guildhall. Earlier in the day, and also in Guildhall, the two new Sheriffs of the City of London—Lieut.-Col. and Alderman J. D. Laurie and Colonel W. J. Waldron—were admitted to office. The Lord Mayor-elect, who is, of course, a very well-known City business man, first came to London when he was thirteen, as a draper's apprentice.

their entry on the New York stage, their early experiences were far from fortunate.

Why, then, have Fixed Trusts, when transplanted to England, been so successful as to be the means of placing more than £25,000,000 worth of their

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EQUITIES and the PRICE LEVEL

A NOTHER point in favour of ordinary shares as investments is the fact that, in times of rising commodity prices and cost of living, the fixed-interest-stock holder gets no more income, while those whose money is in equities, benefit from the increased profits which higher prices bring to their companies. During the war and after-war booms, old-fashioned investors, who had stuck to gilt-edged stocks, were hard hit by their prudence.

Everyone agrees that a rise in commodity prices, to offset the recent fall, is needed to restore the solvency of

debtors and validity of debt contracts; and some learned statisticians tell us that this rise may happen at any time and on an astonishing scale. In view of potential productive power, now going to waste, and the general prevalence of trade obstructions, one may receive such forecasts with cautious scepticism; but a well-distributed holding of equities is a useful hedge against the possibility of dearer living. And the Fixed Trust movement, putting a wide range of equities within the reach of all investors, thus furnishes a long-felt want.

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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

SIR PERCIVAL PERRY announced the new Ford programme to the three hundred-odd dealers and Pressmen assembled at a banquet held at the Grand Hotel, Scarborough, on Sept. 23. Again he



ABOVE THE DEVIL'S PUNCH BOWL, NEAR HINDHEAD: A "HOOPER" SPORTS SALOON ON A 25-H.P. ROLLS-ROYCE CHASSIS.

asked the Chancellor of the Exchequer to abolish the horse-power tax, as a further stimulus to the British motor industry. Also again, he asked that all motor taxation receipts should be spent on the roads, as originally promised. Then he outlined the Ford Company's programme of products for the next twelve months. The 8-h.p. "popular" car will be

continued as the demand for it is still good. The "de luxe" 10-h.p. has been improved by increasing seating comfort, leg-room, and additional head and body space. Embellishing chromium lines outline the bonnet louvres, the stone-guard radiator grille is slightly altered, and there are new traffic indicators (with automatic release) controlled from the steering-wheel. Then he gave details of the new model, which has a Vee-type engine of eight cylinders, a smaller power unit following the lines of the original "V.8." This is rated at 22 h.p., and, as it is on the same chassis and bodywork as the larger "V.8" model (48 in the Ford catalogue), it is simply an alternative choice for the purchaser, on which he saves £5 in first cost (£220), compared with the larger "V.8" (£225). Only four models in the "V.8" "48" range are at present in process of manufacture for the "V.8" model "54" of 22 h.p. These are the touring saloon (£225), the touring four-door saloon (£240), the cabriolet (£230), and the coupé de luxe (three windows and dickey seat), listed at £220. The only price alteration in the 30-h.p. "V.8" series is a reduction in that excellent country-house "Utility" car, which is now £240 instead of £260, a saving of £20. There is also a reduction of £5 in both the two-door and four-door saloons of the 8 h.p., which are now £110

and £120 respectively. But perhaps Sir Percival Perry's most important statement was that both the "V.8" of 22 h.p. and the 30-h.p. cars would be built entirely at Dagenham.

Sir Stenson Cooke has written a letter to the Press appealing to motorists to exercise consideration and restraint when passing ridden and led horses. He states that more people are taking up riding than for many years past, but the present generation has had less opportunity of studying the ways and feelings of the horse than their fathers and grandfathers. He remarks that, when passing ridden or led horses, it is a courteous and kindly act to slow down and be ready, at a signal from the person in charge of the horse or horses, to stop at once. The horse, particularly a thoroughbred hack or hunter, is a nervous creature, and easily frightened. A horn sounded close behind may terrify a highly-strung animal and endanger the rider's life. "The A.A. has always advocated that motorists should drive by sight rather than by

(Continued overleaf.)



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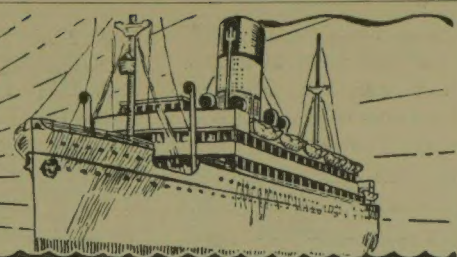
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prevent it."

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and gradually develop for years
until the first visible symptoms
appear—tender red gums
which bleed at a touch."

"But, Mother—how horrid!"

"It may be horrid, but it's
true! And Forhan's for the
Gums can guard you against
such things. My dentist told
me that neglected gums
became flabby and unhealthy.
Modern conditions and un-
suitable diet, he said, made
the gum tissues lose their
natural resistance to disease.
That's how Pyorrhœa starts—
no matter how brilliant and
white you keep your teeth.
He told me I must massage
my gums regularly with
Forhan's for the Gums,
because besides keeping teeth
beautifully white it keeps the
gums firm and healthy and
prevents Pyorrhœa."

not me!"



**Forhan's
for the gums**

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(Continued.)

sound (horn blowing), and this advice is never more necessary than when horse and motor-vehicle share the same strip of road." I am sure all motorists will agree with the views expressed on this subject by Sir Stenson Cooke. As a matter of fact, the horseman has pre-emptive road rights. The law allows him to stop all traffic which may frighten ridden, driven, or led horses, and it is an offence not to comply with his request.

Rover cars are advancing in the favour of discerning motorists, due to their excellent coachwork, smooth running, and reasonably high speeds. Perhaps the 14-h.p. Rover is at present the popular model of its 1936 series, because it is a big car with low running expenses. In many ways it reminds me of the Rover "Twelve," the most popular post-war car since the works reverted to producing their own products. The present Rover "Fourteen" holds its class position to-day. Its maximum speed is about 70 m.p.h., but it accelerates so quickly to 40 m.p.h. that, unless you are in a terrible hurry, there is no need for pushing its power unit to maximum output. Also, it runs quietly without fuss, as can be proved by those who ride in it. Its six-cylinder engine, of 61 mm. bore and 90 mm. stroke, is now only taxed at £10 10s. The result is that former owners of 10-h.p. cars are willingly paying the extra ten shillings for the Rover tax. Why tax-rating should affect buyers so much has always puzzled me. They either can or cannot afford a car. Most cars, irrespective of horse-power rating, cost their owners much the same in general expenses, and most people allow from £150 to £250 per annum as their motoring cost for small and medium-sized cars. If you cannot afford to spend that amount, all well and good. Hire a car and drive yourself occasionally. If you can afford a car, do not spoil your enjoyment and pleasure of the wayside by having to think of oil consumption, petrol consumption, horse-power tax, and insurance. They are trifling expenditure compared with the other bills which road-travel brings you. But to return to the Rover "Fourteen" saloon, costing £298. I do not wish

to encourage those drivers who, when heading the traffic lines, love to jump off the mark at a tremendous speed as soon as the green light appears, but, for their information, it may be stated that one can start from rest and arrive at 60 miles an hour in about half a minute on this car. Also, the four-speed gear-box is synchro-meshed on all gears, so you get a silent and easy change to second speed from bottom. The brakes are very effective and, during a 40 miles an hour test on Brooklands, stopped the car in 58 ft. But my standard of test is for the open road, and any car which will pull up in 40 yards at 40 m.p.h. satisfies me, because surfaces differ so—wet, dry, smooth, and rough. In fact, I always advocate driving at the pace which gives you the desired distance, free of obstruction, to pull up in if necessary. Thus 60 yards at 60 m.p.h., 30 yards at 30 m.p.h., and so on. I know then that I should be safe, because probably, if on a suitable surface, I can stop in feet in place of yards; but then, one never knows when the call for an emergency sudden halt is going to come, so play for safety and say "yards" to yourself.

Once more Great Britain has gained the 24-hours' land speed record. Captain G. E. T. Eyston, the old Cambridge rowing Blue, Flight Lieut. C. S. Staniland, the famous racing aeroplane test pilot, and Mr. Albert Denby, a noted motor-cyclist, winner of many T.T. races, driving the Rolls-Royce-engined "Speed of the Wind" racing-machine on the Salt Lake course, Utah, succeeded in raising the 24-hours' record to 140.52 m.p.h. The record was previously held by Jenkins and Gulotta, who, on a Duesenberg, achieved a speed of 135.47 m.p.h. for the twenty-four hours on Aug. 30-31. Furthermore, the speed for the twelve hours was 143.977 m.p.h., also a new record. Practically all previous records from 10 miles at 167.09 m.p.h. to 5000-kilometre records have been beaten by Eyston and his crew. Staniland actually finished the 24-hours run on this 400-h.p. Rolls-Royce unsupercharged aero engine with a compression of 6½ to 1. This racer has a front drive, with independent front-wheel suspension. Great credit

must be given to the Armstrong-Siddeley self-changing pre-selective gear-box, to Wakefield's oil, to standard B.P. Ethyl fuel (as sold ordinarily from the pump), Lockheed brakes, Ferodo linings, Rudge Whitworth wheels, and Dunlop tyres. These tyres are indeed the champions of the world of wheels, as they also shod Malcolm Campbell's "Blue Bird," which averaged 301 miles for the highest land speed yet recorded over a mile. Mr. E. A. D. Eldridge, who designed the car with Captain Eyston, did his part excellently, as the suspension of the car proved completely successful, and, besides showing perfect stability, made the long run as comfortable as possible on the roughish surface during the last hour of the run, when the 12-mile circuit was rather cut up. It is lucky for England that these records are not given to the country in which they are made, as I do not believe that our folk will ever take sufficient interest in high road-speed records to build a suitable course on which they could be attempted. We have to go to the U.S.A. to make these records, and we Englishmen thank our motoring American friends for their courtesy and kindness in letting us do it.

The Paris Salon opened on Oct. 3 at the Grand Palais as usual. It is the twenty-ninth of these exhibitions of cars held there, and I hear that the exhibitors are more numerous this year than previously. Also prices have been lowered, and front-wheel drives, independent wheel-suspension, and full automatic gear-changing are some of its characteristic features. French people make a greater social function of their Show than we do of Olympia nowadays. They dine there between 9 p.m. and 10 p.m., or earlier, and view the exhibits until 11 p.m., while listening to a famous dance band. The interior decoration and the lighting, together with the splendour, brightness, and artistic appearance of the Paris Salon des Automobiles, make our Show almost dingy in comparison. But our Society of Motor Manufacturers and Traders, who organise our annual Motor Show, promise to give the public a real novelty next year, in October 1936.



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